

**FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.**

( WITH ) { STAMPED . . . SIXPENCE.  
( SUPPLEMENT ) { UNSTAMPED . . . FIVEPENCE.

**SPECIAL REPORTS, just made from careful inspections of the above mines, will be found in Mr. MURPHY'S QUARTERLY REVIEW OF BRITISH MINING, which is now READY FOR THE PRESS. It contains particulars of the Position and Prospects of the principal Dividend and Progressive Mines, Tables of the Dividends paid in the past Quarter, and in the Years 1853 and 1854. Price, with a MAP of the ALPHEED and ROSEWATER DISTRICTS. One Shilling; at Mr. MURPHY'S offices, 117, Bishopsgate-street Within, London.**



THE IMPERIAL ROYAL MINISTRY OF FINANCE intends to surrender, in the way of SALE, to private enterprise, the GOLD and SILVER MINING WORKS, situated at Bockstein and Rauris, in the high mountain chain of the Duchy of Salzburg, together with the recently established SMELTING HOUSES, for the reduction of silver, copper, and lead, constructed at Gend; furthermore, the GOLD MINING WORKS at Zell, in the Valley of the Ziller in Tyrol, either separately or together, with all the PRIVILEGES, LANDS, and USUFRUCTS pertaining to these mountain operations, dwelling-houses, farming and manipulation establishments, the whole of the working gear, engines, crushing, washing, and amalgamation apparatus, roasting houses, blast engines, saw and grinding mills; furthermore, the whole of the three existing stocks of ore, slake, half-produce, and materials of every description, provisions, and implements of all sorts. The complex of the works situated in the Duchy of Salzburg comprises the following properties and possessions:—

	Bockstein.	Rauris.	Gend.	Together.
Mass of mines	16	28	3	39
Dwelling-houses	6	24	3	33
Farming and manipulation works	39	7	20	66
Engines and manipulation works	24	8	1	33

	Joeh kl.	Joeh kl.	Joeh kl.	Joeh kl.
Gardens, arable and meadow lands	36 717	13 991	15 636	60 764
Mountain pastures	272 1167	—	—	272 1167
Reservoirs of water (pounds)	0 110	—	—	0 110
Grass pastures	213 0	96 0	—	309 0

That of the Zelle Gold Mining Works consists of—

Mass of mines	6
Dwelling-houses	7
Farming and manipulation establishments	7
Engines and manipulation works	7
Plots of land	3241 1/2 Joeh.

The estimated value of these objects for sale, with all appurtenances, made in the course of the last two years, amounts to—

	Bockstein.	Rauris.	Gend.	Zell.
Subterranean mining	—	28,000 fl.	—	—
Surface buildings	24,366 fl.	24,160	55,142 fl.	1,195 fl.
Apparatus, inside works	15,800	7,040	9,500	2,981
Plots of land	3,665	3,405	3,315	490
Rights of pasturage	1,012	64	—	—
Working materials	21,000	13,300	14,200	10,502
Stores of provisions	500	—	700	—
Inventory of implements	6,000	6,000	15,000	552

Parties desirous of becoming purchasers are, therefore, invited to inspect the mining and smelting works thus offered for sale, to obtain for themselves all necessary information from the Imperial Royal Boards of Works, duly instructed to meet the matter courteously; or, with respect to the Salzburg Works, from the Board of Management of the Mining, Forest, and Salt Works, in Salzburg; as regards the Gold Mining Works at Zell, from the Board of Management of the Imperial Royal Mining and Salt Works in Hall, and then afterwards enter into immediate negotiation with this Imperial Royal Ministry of Finance, who will appoint a commission for the purpose. The Imperial Royal Ministry of Finance allows on the 1st of August—with all those parties who up to that time shall have announced themselves as desirous of entering into negotiation for the aforesaid sale—the negotiation to be opened by the commission appointed for the purpose, with each candidate individually, and reserves to itself the right of ratification of the articles of agreement most advantageous to the treasury, after the most gracious approval of His Imperial Royal Apostolic Majesty. Reference is hereby specially requested to the Imperial patent (dated of the 24th October, 1856, whereby the obligation for the delivery of the gold and silver, obtained by mining and washing operations, into the custody of the Imperial Royal Treasury Office, was rescinded, and, consequently, a perfectly free disposal of the precious metals obtained was conceded to private mining works.

Vienna, May 8, 1857.

### THE LITTLE DOWN AND EBBER ROCKS MINERAL COMPANY (LIMITED).

Capital £50,000, in 10,000 shares of £5 each.—Deposit £1 per share, and £1 on allotment.

OFFICES.—44, LEICESTER SQUARE, W.C., LONDON. Samples of the iron, lead, and copper ore, manganese, calamine, red and yellow ochre, and various other valuable minerals, recently obtained from the works of the mines, have been deposited at the Museums of the Geological Institutions in Jermyn-street, Bristol, and Liverpool. Samples may be examined at the offices, as above. Reports of the surveyors, and the results of several chemical analyses, together with prospecting, and all particulars, may be had at the offices, as above, or on application to the secretary. By order of the Board of Directors, CHAS. GOOD, Secy.

April 17, 1857.

### SOUTH LADY BERTHA COPPER MINING COMPANY.

Divided into 6000 shares.

BANKERS.—Messrs. Barclay, Bevan, and Co., London; the Devon and Cornwall Banking Company, Tavistock.

PROMOTER.—Mr. M. W. Bawden, Liskeard. SECRETARY.—B. G. Eyton, Esq., Managing Agent—Captain William Goss.

OFFICES.—32, BUCKLESBURY.

The lease of this valuable property has been secured by the present proprietors, after a long contest and considerable cost, for a term of 21 years, at 1-15th date. It is situated in the parish of Buckland, Devon, adjoining to, and parallel with, Lady Bertha, and surrounded by the productive mines of this celebrated district. There are three lodes running through the entire length of the sett, intersected by cross-courses, and embedded in a highly metalliferous clay-slate.

An engine-shaft is sunk to the 40 fm. level, and a large quantity of rich copper ore opened. An adit level is driven on the course of a fine lode, which is yielding copper ore worth £15 per ton. It is intended to erect a water-wheel and crusher forthwith, there being ample power for effectually developing this mineral property, which is known to contain large deposits of copper ore.

The statements of the agent will indicate with sufficient clearness the great probability of success, taking into consideration the amount of work done, which has cost £5000; all of this is available for the present company. The recommendations contained in the following reports will be carried into effect, so that immediate returns may be anticipated.

The mine is free from debt, and with an available balance in hand for the first three months, it being a fundamental rule that every account shall be paid monthly, to avoid individual responsibility.

The committee have great pleasure in referring to the annexed reports; and any further information may be had by applying at the office of the company.

South Lady Bertha, Horrabridge, June 1, 1857.—This mine is situated in the parish of Buckland, Devon, about 3 1/2 miles from the town of Tavistock, on the banks of the River Tavy, one of the largest tributaries from the Dartmouth hills to the navigable River Tamar. South Lady Bertha is bounded on the north by Tavy Consols, North Tavy, Virtuous Lady, Bedford, and Lady Bertha. To the north-east are Sortridge Consols and North Winst. Robert, all productive mines. In Tavy Consols £24,000 worth of copper ore has been realised; this mine is now sampling from 110 to 120 tons every two months. At the Virtuous Lady Mine over £100,000 worth of copper ore has been sold from above the 15 fm. level. This fact will convince the most sceptical of the immense returns from the large deposits of this particular district. In addition to which, under my own management in Lady Bertha Mine, which I commenced in September, 1855, to January, 1857, being 17 months, we sold £3628 worth of copper ore. This mine presents every chance of a successful result. South Lady Bertha lodes are parallel and within 200 yds. of the present working in Lady Bertha. Three lodes have already been opened up, and several hundred tons of copper ore sold. A perpendicular shaft is sunk to a depth of 40 fms., the lode cut, and presenting every chance of producing a large deposit of ore. This work was effected by the Plymouth and Dartmouth Mining Company, who failed in completing their extensive operations in the county, in consequence of which the lease of this mine reverted into the hands of the late Sir Ralph Lopes, who during his life time refused to grant to other parties. The present Sir Massey Lopes being desirous of having his mineral property wrought, has granted the Lady Bertha and the South Lady Bertha Mines upon liberal terms. The latter mine is principally woodland, therefore no surface damage is chargeable, this being a considerable item in mining. There is an abundant supply of water-power for pumping, drawing, crushing, and other purposes. The lodes opened upon are large, composed of gossan, quartz, and copper ore; in fact, the character of the lodes and strata is all that can be desired for the production of immense deposits of copper ore, and upon completing the water-wheel, &c., South Lady Bertha will at once take a prominent position in the sales of copper ore, it being of a rich quality, averaging from £12 to £15 per ton. A good pile is now on surface from the last month's working. For the information of those interested in this valuable property, wishing to know its geological features, it is one of the group of mines situated in the highly metalliferous basin of the east of Cornwall and west of Devon—namely, East and Lady Bertha, Tavy Consols, Virtuous Lady, and South Lady Bertha, all joining each other, and near to and surrounded by the Devon Great Consols, Bedford, North Tavy, Virtuous Lady, and Lady Bertha, North Robert, Sortridge Consols, Wheel Arthur, Edward, and Friendship, the returns from which are enormous, and too well known to require any comment from me; I shall, therefore, confine myself to the principal features of South Lady Bertha, the situation of which is good, the granite range being to the north, and the limestone range of Plymouth to the south. At surface it is covered with patches of quartz rocks, which extend for 1 1/2 miles east and west, and about 1 mile from north to south. These rocks are from 1 ton to 1000 tons weight, in the fissures of which are quantities of sulphurous mounds and iron. At the Virtuous Lady Mine, not more than 12 ft. below the surface, and directly under one of these masses of rock, about 1000 tons of copper ore have been raised. The same result occurred at Lady Bertha; these rocks forming a crust to the mineral deposits below, and wherever the lodes pass beneath or near, large quantities of copper ore have always been found. Every one practically acquainted with mining knows that a change of ground generally produces a change of results in metalliferous deposits—either richer or poorer. The stratification of the South Lady Bertha is highly mineralised, and all that can be desired. I feel more sanguine than otherwise I should do that the success of South Lady Bertha Mine must be attended with greater results than generally emanate from mining property, and would strongly recommend it to any of your friends to take an interest in this valuable property. WM. GOSS.

South Lady Bertha, Horrabridge, June 2.—At your request, I have carefully inspected this property, which is situated in the parish of Buckland Monachorum, it being about 200 fathoms south of Lady Bertha and Tavy Consols Mines, its western boundary being the river Tavy, from which an abundant supply of water for machinery, and all other purposes, could be obtained. The former workers sunk a shaft to the depth of 40 fms. near the western boundary, and I have been credibly informed that in the 40 fm. level east the lode is from 3 to 4 ft. wide, ore throughout, but the former company could not work the lode to advantage, in consequence of being deprived of the water from the Tavy, only being supplied a part of the year from a brook, which was not sufficient to keep the mine drained in every season. The shaft is sunk on the north lode, and opened at the surface eastward at different points, from which some very pretty stuff has been raised, now lying at the surface—mudstone and good stones of ore. To the south of this about 50 fms. there is another lode underlying in the same direction—viz., north. The back of this lode also produces a strong mudstone, spotted with ore. Lady Bertha main cross-course traverses this ground, against the opinion of the lode will be found very productive of copper ore. Taking this ground into its bearings, I consider it deserves a spirited trial, which can be done at a moderate outlay, as water machinery will be required.

JOHN LEAK.

## Original Correspondence.

### MINE INSPECTION.

SIR,—It is too commonly supposed that to inspect a mine, and report thereon, it is only necessary to change one's clothes, take a candle, go underground, listen to the captain's observations on the ends and stopes; then return, and put the same to paper. This, with a slight colouring, or embellishment, to read at a meeting, is often considered quite sufficient, after which such reports are laid aside as of no further value. Reports to guide the proprietors, and as documents to be referred to when required, are seldom applied for, the generality being of the character above alluded to. It is doubtless very true (as one of your correspondents states), that local mining agents ought to be the best judges of mineral ground and mines in their immediate neighbourhood, and ought to be the best fitted for that purpose in their respective districts. But unfortunately, from the want of due application, or owing to a disinclination to express a candid opinion on the prospects of neighbouring mines, and from various other causes, shareholders have been obliged frequently to apply to distant parties. It is also generally believed that local agents are often influenced by local interests and connections, thus rendering it somewhat difficult to ensure a candid and unbiased opinion.

When an inspection is confined to the appearances of the ends and the measurements of the stopes in reserve, any miner will serve the purpose. Or if a mine is to be tried, the shaft to be sunk, and the levels driven in search of ore, be the prospects of such explorations what they may, a steady working miner ought to be sufficient. But if the object be to inspect and examine the ground, with the view of forming an opinion of its prospects and value—i.e., the unexplored parts—it requires not only a good local knowledge, but also a very considerable amount of practical experience in general mining.

Mining knowledge, founded on practical experience, has however its divisions, and each division has its characteristic peculiarities, which the inspectors must be thoroughly acquainted with, otherwise they cannot form a correct judgment. It must be also remembered that there are many excellent mining agents who cannot form an opinion of ground any further than they can see; and that they sometimes condemn good mines when the workings happen to be in poor parts, and report favourably on mines which show a bunch of ore, however small it might be. There are other mine agents who can make very shrewd guesses where the richer ground lies, but are very incompetent managers of mines. Both qualities united in the same person are not always met with, as is too commonly supposed.

Again, the rocks and their contents are often so variable in character, that a very good mine agent, taken from Cornwall, and placed in the lead mines of Cumberland, would be at a loss, and would require a new apprenticeship, before he could form an opinion on the nature of the veins, and their contents. A miner from a limestone district, placed underground in the granite and killas of Cornwall, would require similar training.

The following variety will give some idea of the different characters of mines:—

1. Mines in granite, hard and soft, on the flank, and in the middle of the mass. Stream-works and veins. Minerals—gold, tin, copper, and sometimes lead.
2. Mines in gneiss, such as the silver mines in Sweden, Freiberg, and in South America; and also some of the lead mines in Spain.
3. Mines in micaceous schist, such as the silver mines of Mariquita, &c.
4. The outcrops of mineral bands in primary clay slates, producing copper, &c. in Norway, Namaqualand, the United States, and in the slaty districts of North Wales. Also gold in South America, California, Australia, and other places.
5. Copper mines in the massive clay-slate, known as "killas" in Cornwall, in regular lodes, and the lead and copper mines in the fragmentary rock, called by the Germans "grauwacke," in very irregular and detached masses of ore.
6. Lodes in the regular laminated crystalline slates, as in the Isle of Man.
7. The lead and iron ore deposits of the sedimentary limestone, with all the peculiarity of the veins in the different beds, with their heaves, slips, slickensides, floors, twitches, swallow holes, &c.

These, and many other kinds of metalliferous formations require much study to render persons capable of forming a just opinion thereon. That is, if such an opinion is expected to be of any value, and a certain degree of responsibility may be attached thereto.

The Attorney-General's new bill will make persons in future more guarded in these matters, inasmuch as the authors of incorrect reports, made for jobbers with the object of misleading the public, will be liable to be prosecuted, and very properly too, as well as directors or committee-men, who may make use of such false statements to cover mismanagement or worthless properties. —June 9.

EVAN HOPKINS.

P.S.—During my recent visit to the Isle of Man I met with an example of a combination of the qualities above referred to. I found in Captain Rowe, at the Laxey Mines, an excellent manager, a very good judge of unexplored ground, and, above all things, one who regularly attended to his own duties in preference to those of others. I expect to return to the Isle of Man shortly, to make a general survey of the mineral districts of the Isle, when I shall be happy in furnishing such information as may be deemed worthy of interest to the readers of the *Mining Journal*.

### "SLICKENSIDES," OR THE POLISHED SIDES OF MINERAL VEINS AND OTHER JOINTS IN ROCKS.

SIR,—The highly polished and striated faces which are commonly observed on the walls and the joints of mineral veins are called by miners "slickensides." The slickensides seen in the lead mines in the metalliferous limestone in the North of England have been frequently noticed by various writers—Conybeare, Phillips, and many others. I am surprised that Mr. Henwood has not seen slickensides in the limestone and millstone grit of the North, more especially as the phenomenon is very common there.

I first inspected some of the lead mines of Cumberland in 1832, in company with Mr. Joseph Dickinson, and saw slickensides in various mines that were wrought in the great limestone bed, and have seen the same thing many times since. Slickensides are also very common in the joints of soft schistose and black micaceous granite. I have seen them in granite, gneiss, micaceous schists, and also in all the sedimentary formations—the limestone, coal measures, and, in short, up to the chalk. In the lead mines of Derbyshire these polished surfaces are often jet black, like mirrors; and when this glassy coating of lead ore happens to be on sulphate of baryta, the polished side is liable to burst, and cause loud explosion, on being first laid bare. To avoid accidents, the miners take the precaution of making small incisions with the point of a pick, and then retire to some distance, until the smooth surface has burst from the side, which generally takes place in ten or fifteen minutes. However, the slickensides of the granites and slates are not subject to such effects, being mere polished masses of rock, such as quartz, felspar, and limestone.

The great longitudinal slickensides seen on the walls of north and south veins in the crystalline slates are produced by a primary movement of some of the parallel masses in a direction corresponding to the fluted surfaces; but the vertical grooves and polished faces are produced by a secondary movement of the smaller masses, such as "slips" and "slides," or jammed broken masses between the main walls, dropping like wedges, or forced upwards by the accumulation of mineral matter below.

The following, among other information on the subject, is given in my work on *Geology and Magnetism*, second edition, pp. 65, 73:—

"The sides of the great flookan cross-courses, main faults, or the great meridional splits (north and south courses), are invariably grooved and polished, from the effect of the longitudinal movements of the parallel masses (i.e., one side sliding on the other), and thus causing heaves and dislocations. The angular direction of the striated polished sides of the polar splits of South America vary from 10° to 30° from the horizon, rising towards the north, and are seen not only along the sides of extensive schistose ridges for miles, but also for many fathoms in depth, in the mines of the slaty district. The planes of these joints, and also the oblique transverse fractures caused by their movements, are often seen with polished striae from the rubbing, or sliding and squeezing of the separated masses on each other; and as the direction of the secondary action must necessarily depend on local conditions, being sometimes vertical, horizontal, or diagonal, the polished grooves are not always parallel, but often curved, and in various undulations."

The walls of the silver mines of Mariquita, in New Granada, exhibit this phenomenon to the depth of about 100 fms., and for about 100 fms. north and south, and doubtless the grooved polished surfaces will be traced as far as the workings may be carried on. The rock in which these rich silver mines are enclosed is a compound of micaceous schist and bands of gneiss. Some of the polished quartzose sides present the appearance of mosaic work, inlaid with brilliant yellow pyrites. The striated polished joints have not yet been discovered in the mineral districts of Namaqualand or in Australia. They are common in Chili, and, indeed, in all countries intersected by cross-courses. The sides of faults in the coal measures often exhibit a similar appearance. North and south lodes and north and south faults in coal fields are much more productive of slick-

ensides, in grooved and polished walls, than east and west lodes. The only produce them in slides and slips, and not to any extent in lodes.

It is possible, very frequently, to determine the direction of the movement, and the position of the richer masses of ore in the primary schistose means of the appearance presented by their polished faces, or slickensides. Therefore, to those who have made metalliferous deposits their study, this phenomenon has an important bearing, in connection with other conditions, in forming a correct conclusion on the character and prospects of mines. I intend to write a very long paper on this interesting instructive subject, which has occupied my attention for many years. I trust these few remarks will be of some service to your indefatigable correspondent, Mr. George Henwood. —June 8.

EVAN HOPKINS.

P.S. I am now preparing for very extensive surveys of mineral districts, in different parts of England and Wales, which will probably occupy me many months; but I shall feel most happy to forward you from time to time further particulars of this kind. —E. H.

### RATING LORDS' DUES IN MINES.

SIR,—If there be any one thing distasteful to be pursued, it is having to be constantly repeating arguments and reasonings on any subject, in endless succession, and in an interminable variety of forms. It is sometimes necessitated by an opponent's stubborn determination not to be convinced or turned from his object by the most powerful reasons, the mightiest array of facts, with the truth in broad and lofty phalanx plainly arrayed against him, that any unprejudiced mind must persevere and acknowledge. Such is the stubborn determination of the advocates of rating of mines, that although the Committee have had multitudinous sittings, and examinations enough to satisfy any ordinary mind, and great bulk of evidence has been decidedly against any such impost; instead of being satisfied to let the matter thus rest, Mr. Kendall and associates will not submit to defeat, but are trying another move to reach their object, by getting a committee to consider precisely the same question in ostensibly another form,—rating lord's dues in mines. Although twist and shape it as they may—and with Mr. Kendall's known test of skill, it may, for aught I know, assume the thousand forms of I know yet it is essentially the same thing. And because the two questions are decidedly the same, the same arguments, reasonings, and facts, can be brought against it with equal force and effect; the only danger to mining interests arising from their mobility as a body, and disinclination of some of its parts to be constantly fighting their battles over again.

Some of your correspondents paint the chief mover in this business, Mr. Kendall, as possessing a mind much below mediocrity, and I know not what else. Now, if this idea had been correct, there would be no danger to be apprehended; but they who tell us such things do not know the man they attempt to describe. Far be it from me to come forward and offer a panegyric on Mr. Kendall, or on any other man while living; but I must say, that he is a man calculated to make his talents and industry felt and appreciated, and his opinions respected, in whatever circle of fortune may place him. He is undoubtedly wrong on this particular question; but I still believe the man to be in earnest, and that he will continue to fight while there is the least chance of success. Hence, if mining interests desire to oppose him successfully, they too, must be earnest, and will be required to use all their ability, power, and energy.

I know not what good the Committee can effect now, unless it be to examine Mr. Sawle, who said that he knew his own parish would be left off without the mines than with them! Query—Were there any facts brought forward to prove this? or, did he say what parish he called upon? or, do the Committee intend examining all those oracles of wisdom the boards of guardians? All we want as miners is a fair field and a fair play. It has been said that mines already pay, one way and another more than their fair share of the local burdens. If this be true—and it has never yet been proved to be otherwise—why should the mines be made to pay still more? If it be not true, let them bring forward facts and figures to show it, and no one will oppose a fair adjustment; but if there be any doubts about it, the only way to clear it up will be by sending a commission into all the mining districts to examine all the parish accounts, classifying the contributors to the rates and recipients of relief, and showing what proportion of the parish funds is contributed in each parish by the mining classes, compared with their proportions of receipts from the same funds, with the increased wear of roads, and everything connected with this. This would throw such a flood of light on a now difficult subject, as to place the question on such a tangible basis, that legislation (if any be required) would be made plain and easy, and might then be satisfactorily proceeded with, without doing injustice to anybody. Now that this question has been agitated so much, and appears intended to be agitated more, we court a thorough, searching, and effectual enquiry, in the only mode in which it can be effective, or in which enquiry can be of any further use; and the designs of any party who would oppose such enquiry or who still continue an attempt to legislate, without first obtaining the fullest information, will be sufficiently apparent.

W. THORNTON.

Lostwithiel, June 10.

### GEELONG AND BALLARAT RAILWAY COMPANY (LIMITED).

FIRST SECTION OF THE DIRECT LINE TO ADELAIDE.

SIR,—I am instructed by the directors of this undertaking to request your insertion of the accompanying transcript of a letter received from Mr. Samuel Mossman by the Overland Mail. The documents referred to by Mr. Mossman were dispatched by the February mail.

16, Bishopsgate-street Within, June 11. HENRY GRAVES, Secy.

GENTLEMEN,—It gives me much pleasure to inform you that, after a voyage of three days in the *Columbian*, I arrived here on the 19th ult. This interval has been time to enquire into the state of railway matters in the colony, as bearing on the affairs of your company, the particulars of which I shall now lay before you, as well as the present position of the railway question generally in Victoria. As anticipated, I have arrived in the colony at a period when the working of the new constitution has completely upset the old system of Government, and, consequently, retarded the progress of public works, the construction of railways in particular. At the same time, this subject has been one of the most important that has been discussed in and out of the Houses of Legislature, during the period of which we had no intelligence up to the time of my departure from London. On referring to the files of newspapers and Government reports, it would appear that the late administration had taken upon themselves to initiate a general scheme of railways for Victoria, without the sanction of the Legislature. Not only had they fixed upon the line to be first constructed, but they had actually ordered the "plant" from England, and paid for surveying, and other preliminary expenses, before the money was voted in the House of Assembly. When this item was brought before that body, it was opposed on constitutional grounds, and although the vote passed by a majority of 10, yet it had the effect of causing the Ministry to resign.

Further, the importance of the railway question has been made manifest out of doors, and public meetings have been held in the chief towns throughout the colony to discuss the question. Various schemes have been propounded: some have advocated the construction and management of the trunk lines to be under the control of the Government; others that they should all be thrown open to public competition with a liberal guarantee for the introduction of English capital. The result of these efforts has been to leave the whole subject an open question, to be investigated and reported upon by a Committee of the Legislature during the latter part of the month, and immediately after to be discussed and finally settled before the local House of Parliament.

Thus, so far as the general subject is concerned, the railway question in Victoria remains much in the same position as it did before. With regard to the Geelong and Ballarat line, and the special business in hand, I shall enter more into detail, and communicate what has transpired on the subject. On Jan. 12, a meeting of shareholders and provisional committee of the Geelong, Ballarat, and North-Western Railway Company was held at Geelong, to take into consideration the preliminary arrangements entered into by me with you on their account for an amalgamation of the two companies, when the proposal was favourably received. It was resolved that another meeting should take place as soon after my arrival in the colony as was convenient. This has not been done, chiefly in consequence of the absence of Mr. Thornhill (the Chairman) at Sydney. When that gentleman returns, I shall consult with him upon the matter, and let you know the result by the next mail. In the meantime, the question of constructing a direct line of railway from Geelong to Ballarat has been agitating the community in these localities to a great degree, in consequence of the late Government having surveyed what they term a "central line" westward from Melbourne, which throws the interests of Geelong into a secondary position. A public meeting was held in that town on Jan. 18, to protest against such a scheme, when strong resolutions were passed, urging the Government to construct a line from Geelong direct to Ballarat via Leithridge and Meridith with as little delay as practicable. To this request the Haines administration, then in power, lent a favourable ear, and they brought the subject before the Legislative Assembly, who referred the whole question, as already stated, to a committee of fourteen, appointed by ballot.

In consequence of the rapid increase of population at the western gold fields, and the importance of the trade with the town of Ballarat (which is now as extensively watched by the Melbourne people and their representatives in the Legislature. It is apparent that they will exercise their strongest influence in opposing it, unless they obtain a direct line from Melbourne to Ballarat, or get a middle line, as proposed by the late Government.

Amidst these contending interests, it is difficult to say what line may be ultimately fixed on, and how far the prospects of your company may be affected. Up to the time nothing beyond surveys has been practically done by the Government or colonies to shut these out entirely, and in the event of amalgamating with the Geelong Company your prospects will be exceedingly good, should the Legislature admit of line being constructed by public companies, with a guaranteed interest upon the paid-up capital. Under these circumstances, I trust that you have dispatched by the February and March mails (which in consequence of the *Owens* breaking down will arrive



\* One of these gentlemen, last week only, advertised himself as a *seller* of the shares at six shillings per share; and when applied to, he stated that it was an error of the press, he being only a *buyer* at that price.



the consumption of agricultural produce. Of those who paid poor-rates in Teedale, nine-tenths of them belonged to the mines, and many of the men occupied farms and paid as agriculturists; but if the rate was put upon the mines it became a tax upon the adventurer.

By Mr. WILLIAMS.—If the royalty was taxed, it would go to the relief of the agricultural interest. If the lord's dues were relieved, it would be a tax. The mines have been of so much value to the land, as to give the landed interest the means of bearing the burden on that land. I adhere most tenaciously to that opinion.

By Mr. RIDLEY.—The landed interest got the cream of the mines in Alston Moor. If the company wished to make them more profitable, they must go to a greater depth, and that could only be done at an increased outlay.

Mr. CHRISTOPHER LONSDALE BRADLEY was the next witness. He said—  
I live at Richmond, in Yorkshire, and have been engaged in mining operations for the last 20 years. I hold under a 21 years' lease, at Swaledale, under Sir George Denys and others. The lease is held on payment of a royalty of 1-6th in kind at the mill door. The ores of the lead mines of this district contain only about 2 cwt. of silver to a ton of lead, which is less than other districts. I have given attention to the subject of rating of mines, and I think it would be unfair and detrimental to their interests, more especially to those of the Swaledale mines. I think the imposition of a rate on mines would be a great injustice, as we have laid out our money on the faith of the exemption of such property. It would tend to check mining operations. From 1839 to 1856 we have expended in working one mine 107,464*l.*, from which we have received 94,720*l.*, being a deficiency of 12,744*l.*; out of that 12,744*l.* has been paid for royalty. The average annual produce of the Swaledale district is from 4000 to 4500 tons of lead. I agree generally in the evidence of Mr. Bainbridge, having discussed the subject with him previously. He comes from the same district. To give my opinion would simply be to go over the same ground as he has done.

By the CHAIRMAN.—The rating of royalty was paid from 1815 to 1820. I never heard the subject much discussed. No poor-rate was ever paid except between 1815 and 1820 for any of the mines that I know of. That was many years before I was acquainted with mines.

By Mr. WILLIAMS.—The poor population is principally a mining one—three-fourths mining and one-fourth agricultural. Between 1815 and 1820 the rates increased to 10*s.* in 1*l.* They have gradually decreased since, and are now 3*s.* 6*d.* in 1*l.* The occupation of the population is very materially affected by the rise and fall in the price of lead. No doubt, if the mines were in a depressed state, and we could not give beneficial employment, the poor-rate would be increased, but that has not happened in my time: it happened from 1815 to 1820. Such a state of things would be some tax upon the landowner, but he has been deriving great benefit in consequence of the increased value of the land. At present, I do not think the burdens are equal to the increased value of the land. Supposing the mines were to cease, I dare say the miners, not able-bodied, might come to the parish. The value of the land in the mining districts has increased to a greater extent than the burden of poor-rate has increased.

By Mr. HUSSEY VIVIAN.—The rate is now 3*s.* 6*d.* or 4*s.* in 1*l.* over a very extensive area. In agricultural districts it is about 2*s.* 6*d.* or 3*s.* in 1*l.* The value of the land in the mining districts has increased to a greater extent than the burden of poor-rate has increased.

By Mr. FOSTER.—Since 1820, the value of land has increased, but I should say the mining population has not. The miners are also small occupiers of land, and pay rates. There are also some small occupiers of land not immediately connected with mining, who carry out ore and lead to market.

By Mr. DAVIES.—The rating of mines would be very detrimental to speculation. It would not cause all speculation to cease, but it would retard it if mines were to be rated. If the lord was rated, of course it would make very little difference.

Mr. COLVILLE.—Is it not the case that anything that alarms the mine owners depresses the value of mines? It does. This measure has not however given rise to any agitation in the district.

By the CHAIRMAN.—Our prospects at present are, that unless the lords make some reduction in their dues, I fear a great number of miners will have to leave the district; and from the great demand for miners to work the newly-discovered iron ore of Cleveland, which are only distant 30 to 40 miles from Swaledale, where they find ready occupation. Something requires to be done.

At this stage of the proceedings, the committee adjourned till Friday.

## SECOND DAY.

The committee re-assembled yesterday (Friday).

Mr. R. H. JACKSON examined by the CHAIRMAN.—I am a clergyman, and reside at Newmarket, Flintshire. There are some mines in the immediate neighbourhood—the Talargoch Mine, the largest lead mine in the country. It has been worked for a long time; for 200 years the company have kept books; it has been a successful mine. The number of persons employed, men and boys, is about 500; the boys are put to wash ore about 12 or 14. The wages till 1855 were 10*s.* per week; there was then a serious strike, which ended in 1856. The partners clean the shafts and levels, and then the men are let bargain after that. There are only about 150 in this piecework; the others are adventurers, and, therefore, their wages are 10*s.* per week. The mine is complained to the owners that their wages did not make more than an average of 10*s.* per week, but after the strike it came to 15*s.* per week. I cannot exactly speak as to the profits, but I believe the royalty has been about 2000*l.* a year. I am not quite prepared to say what the royalty is, but I think it is about 1-14th. The Bishop of St. Asaph, Lord Mostyn, and Lady Windsor, are the chief proprietors; the Bishop has merely a mineral right. I cannot say when the mineral right was separated from the territorial, but it was a very long time ago. There are a great many persons who are interested in the minerals who are not interested in the surface. The mine is worked by a company of persons resident at Holywell, which is about eight miles from the mine; they are wholly otherwise unconnected with the parish. As a body, the miners are short-lived, which arises from the nature of the work, and not from accidents. The mines are well ventilated, and care is taken of them in that way. As to education, the company subscribe 20*l.* a year, and Lady Windsor gives 50*l.* per ton for all the lead raised, as her share to the school. There are about 150 children, of which four-fifths are children of miners. The proportion paid by the children is 1*d.* each. Some time ago, when the school was built, each miner subscribed 12*s.* towards the National Society paid 100*l.*; Government grant, 200*l.*; the miners, 186*l.*; Hon. Robert Clive, 200*l.*; and the farmers carried the stones at their contribution. The contribution of the farmers was in an equal ratio to the children sent by them. The pauperism of that parish falls exceedingly severe upon the ratepayers, in consequence of the death of the miners; but the pauperism of adjoining parishes is greater, in consequence of the miners residing out of the parish. The miners live very scattered, as there are very few houses about the works. There is no club belonging to the mine, but there are several benefit societies in the neighbourhood. If the mine fails, the general body of the club of the parish. The royalty is 2000*l.*, and the rated property of the parish would not be more. I do not know the poor-rate of that parish, but I should say it was 3*s.* or 4*s.* in 1*l.* If there is any relief paid to the miners it is fixed by the agriculturists. My parish is Newmarket, which is about a mile from the mine. In case of accident or ill-health, those miners residing in this parish, and working at the mine, are supported by this parish; the proprietor of the mine does not assist him. The ratepayers are not connected with the adventurers of the mine. The parish contains about 950 acres; the rent toll is 1825*l.*; and the rateable value about 1500*l.* of 20 to 3. If these mines were to stop, the effect would be to throw them all upon the parish, unless they emigrated. Of late an iron mine has started, so that if the mine stopped it would not be so bad for us as it would have been. It is a very great grievance to the farmers to support the mining poor. The existence of the mine does not benefit us at all in the sale of our produce, as there are capital markets within an easy distance. The advantage from the mine does not balance the heavy payment of poor-rates. The miners are very glad if they can get the land to pay a higher rate for it, but what they pay for poor-rates does not at all affect the rateable value of the land. In the neighbouring parish of Gwysybet, the poor-rate for the miner is 50 per cent.; the average is 9*s.* The rental is 1107*l.*, rateable value 958*l.*, and the poor-rate is 4*s.* in 1*l.* The farmers are not interested in the mine to any amount; they have a redundant population, and would suffer considerably if the mines were stopped, the population being 350. As far as the produce of that parish goes in the shape of small huckstering, the sale of the produce would be benefited. Taking the parish as a whole, there are large farmers who are independent of the mine; the farmer will not waste his time in selling small quantities. As far as that parish is concerned, the parish would be very much oppressed for some years in supporting the widows and children. I do not think the farmers would care about having a mine started fresh, the balance being too great in favour of the mining population. The tavern and other shopkeepers do derive a benefit. The other parish is Dyserth, about a mile from the works. In that parish the great proportion of the miners live. The population of that parish is about 1000. The rateable value would be considerably increased. We have large farms there. I should say that half the miners reside there. The labour market is well supplied. We have one principal shopkeeper, and one or two taverns. Out of the rates paid, the proportion paid by the agriculturists is four-fifths of the whole amount. They would be very seriously affected if the mine were to stop, as far as the rates go. There was a stoppage and disturbance last summer, but terms were come to in October. Had, however, it gone on through the winter, the result would have been disastrous. In the strike of last summer, they went about and made a collection from the farmers and the gentry. I have heard from the rector of one of the parishes, who says—"It should be observed that four out of nine of the miners who have got a settlement in the parish were not natives but immigrants." That is not the general proportion, not even one-third as a general rule. The four out of nine refers to one particular parish, and if the mine was to stop that parish would be very much embarrassed; that embarrassment would continue for some time. The able-bodied would go away, and so would the young; the old and those who have families would remain. The relative proportion of loss if the mine was to stop would not be so great as if the mine was to go on. They would be gainers after they had got over the first difficulty. Almost all the agriculturists produce sold is independent of the mine, and so is the value of the land, on account of the proximity of such good markets. We believe the mine has been profitable, as it has been worked on. I never heard of an application to the lords for a reduction of the royalty on account of losses, but I am not able to speak to that correctly, as I have only been six years in the neighbourhood. There is a doctor's fund, who is paid by a deduction of 4*s.* a year from the miners' wages. I think he only attends the miner himself, not his family. After the miner has become weak, if poor after he is worn out, he is handed over to the agriculturists.

By Mr. CAVENTISH.—I do not know whether the royalty is rated to the highway; I rather think not; there was an immense amount of traffic on the road from the mines before the railway was made; the roads were considerably torn up.

By Mr. RIDLEY.—I am not able to state positively whether the lords' dues have been rated or not. The working miners work in about four parishes; they have a good number of their own on lease; some freshhold, which are rateable to the poor. In my parish, the greater part of the miners have been bred and born there, and, therefore, are precisely on the same footing, as regards residence, as other people. They would have been chargeable in any event; but a miner marries, dies young, and his wife, from another parish, and her children become chargeable to the parish for ever. Lastly, an iron mine has been opened, and they have tried another one, but did not find sufficient ore to justify them going on.

By Mr. DAVIES.—The good markets, in one sense, may be dependent upon the mining interest, but the corn market is at Liverpool; all the corn goes there. If the royalties are rated to the highway, we should not have a right to claim any portion of the rating.

By Mr. COLVILLE.—The miners only contribute directly by paying rates on their dwellings. With regard to the rest of the agricultural produce, that goes to two markets six miles off. The miners buy from the huckster's shop, which sells the produce raised there. The miners assist the farmers during the harvest, but the farmers do not want them, as they get labourers from a distance—from the higher part of Wales. I do not say that the market would not actually lose something if the

mines were shut up. The interest of agriculturists would suffer if the miners were removed, and ceased to consume produce. I think our case is an exceptional one. I could not form any opinion as to the number that would be left behind if the mines were shut up; a few went away at the last strike. The miners are an enterprising set of men, but in our place they are peculiarly attached to the place; some of them have cottages, and so on. The difference of language would have some effect. During the strike last year very little difference was made in the rates. I think there was no union among the men. The contributions came from other sources. The lords do not contribute to the support of the church.

By Mr. HUSSEY VIVIAN.—The population of Holywell and Rhyl is about 9000; there are, too, about 3000 strangers for six months in the year. There are very large melting works upon which the prosperity of Holywell depends; they melt the produce of the mines; as regards those works, they are of course of great importance. If the lead mining of Flint was to be stopped, the prosperity of Holywell would be affected, but not to the extent it has been by previous difficulties in the county. I allude to the stoppage of large cotton works, and a banking-house. Large quantities of zinc and copper are also produced and smelted, and large numbers of men are employed. The works might cease, but the markets would not be very seriously affected. The 500 miners employed in my district represent a population of 3000 persons; some of them, I fancy all of them, are large consumers of agricultural produce; that is, the produce of our immediate neighbourhood; but some of it comes from Denbigh. The small butchers in the district get their meat from the farmers in the neighbourhood, but the farmers would sell their meat quite as well elsewhere. The parishes of my district are very high, and above the average, but I do not attribute that to the existence of the mines. The farmers in this parish have not become paupers, nor have the others gained their fortunes. I attribute the high renting of land not to the industrial occupation carried on on them, but to the action of a period a century ago, when they gave the place a go by trying to establish a town there. If the mines were to cease it would not affect my parish; the other parishes I cannot speak to. If all the mining operations in the county were to stop the market at Holywell would be affected, but I do not know that would affect the value of the land. I hold land in the parish where I reside, and six acres in an adjoining parish, not so much a mining one as my own, and in the former I am double rented. I am unable to state the average poor-rates for the county. The ore is conveyed to the melting works, or for shipment, by a railway. The lords have an interest in the surface. The lead proprietors, with the solitary exception of the Bishop of St. Asaph, the owners of the surface and the owners of the minerals are the same. The principal proprietors of the surface are Lord Mostyn, Lady Windsor, the Bishop of St. Asaph, and Sir Pierce Mostyn. There are other small owners who purchased property probably in the neighbourhood, and the lords of the soil have received the minerals. The lords of the soil do actually, through their tenants, pay rates; but the pressure can scarcely be said to come upon them. It is upon the farmer. I think ought to adjust itself in a greater measure to the rent than it does.

By the CHAIRMAN.—With the exception of the Bishop of St. Asaph, the proprietors of the surface and the underground surface are the same. I cannot exactly say the proportion of the bishop's share, but not quite a third. The hardship would be upon those who pay indirectly the bishop's share. As to Holywell, there are other chemical works besides lead works, and if the lead was taken away it would make a slight difference to Holywell. It matters not to the landed interest in my district whether Holywell exists or not; it would not affect the sale of produce at all. The parish is very unevenly let; some farms are let at half the rent of others. Those miners who have horses, are those who have made successful ventures, and made them about 50*l.* and 60*l.* There have been cases where the miners have not received any money for six months. The moment a miner invests his money above ground he is rated to the poor; but the lord, with his farm underground, is not rated.

By Mr. RIDLEY.—Some of the mines are let at a very long lease. By the CHAIRMAN.—Supposing the whole of the mining interest in the country, mining and smelting, were to be annihilated, would the rent fall precipitately? Judging from my own opinion, I should think that it would not affect the value of the land. I never heard a miner complain of his house being rated. I do not think the miner understands the question sufficiently.

The WITNESS.—At a meeting of the Board of Guardians of a union of 16 parishes, there were only two adverse to the rating of mines. That was two years ago, and last summer the board was unanimous in favour of rating the lords. The only opposition in the first instance was from those persons interested in lead mines. There is a great difference between the collier and the lead miner, the lead miner being subject to lead fever, which terminates his existence at an early period.

Mr. WILLIAM PRICE STRANGE next called in, and examined by Mr. HUSSEY VIVIAN.—I am a consulting engineer to a great many mines in South Wales, and reside at Swansea. The mine I represent raises half a million tons of coal and iron in the course of the year. I have considered the probable effect of rating mines to the poor. The colliers are rated now, but sometimes are worked with iron mines. I think it would be fair to apportion the sum the colliers should pay. I think it would be prejudicial if the iron mines were rated, and that great difficulties occur in the mode of assessment. In many collieries there is an accompanying bed of mine, the capital employed is necessarily applied to both. At this mine is used blast-furnace iron, and the rated property is rated to the poor. They rated the iron mine at 250*l.*. That rate has reference to the capital laid out in the furnace. Still I think it may be considered that the mine in that respect is rated to the poor. These mines of ironstone are almost invariably in the hands of those who melt it; so that in rating the blast-furnace mine is rated. I cannot say that any difference in rating takes place where iron accompanies coal. In a general way, I may say a furnace smelting iron would produce 150 tons a week; and if the mine is rated to the poor for coal, it would come out something like 70*l.* or 80*l.* payment in money for each furnace. The royalty is 10*s.* per ton, and if the mine is rated to the poor, there might be 4*s.* rates, which would be about 1*l.* and 1-5th per ton, which would be a very serious matter. The Welsh mine, in those portions of the coalfield hitherto worked by level, is exhausting very fast, and deep shafts are now being sunk at a very great expense. Now, you must raise 5 tons of rubbish to 1 ton of coal or ore. A third of the iron is imported into Wales, owing to the expense of gaining it. I do not consider it desirable, but detrimental, to impose additional burdens upon mines. I think all mining should be dealt very leniently with, in consequence of the great uncertainty attending it. The iron mines are rated to the poor, but they are very few. The miners generally receive good wages, and in many of the large works they subscribe to funds; they have also benefit societies, to which they subscribe; they are also members of building societies, and build houses. I have not known poor-rates increase in consequence of the opening of a mine. I think all classes are benefited. I think the most remarkable instance is the Aberdare district, where land is let at from 20*l.* to 30*l.* an acre, per annum, for building purposes, the agricultural value being about 10*l.* an acre. The rate is not rated to the poor. There may be some instances of the children of miners allowing their parents to go to the workhouse, but they are very few. I should consider the shutting up of the mines would be a very great calamity. If it were imposed it would be a very serious matter, although it might not put a stop to mining operations, for the stuff must be had out. I should say that 1*d.* per ton, more or less per royalty, would break off a negotiation; it would be regarded as a very serious matter, and so would the imposition of a tax of 1*d.* per ton. I am interested in coal, but not in iron. I am, therefore, rated to the poor; but I think tax upon iron would be felt more than tax upon coal.

By the CHAIRMAN.—The miners' wages vary from 18*s.* to 30*s.* per week. I think they are provided for in the body; they do not want many houses. The parents are assisted by the children, perhaps, from a double motive, natural affection and legal liability. It would depend upon circumstances whether a mixed mine is more valuable than a single mine, but I think I would prefer a mixed mine. It sometimes affords a facility for working when the mine is mixed. As regards the lord, the value of the mine would altogether depend upon the quality of the coal. If a rate was imposed upon iron, there would be no difficulty in ascertaining the quantity required. We can make, generally speaking, as good iron in Wales as in other countries. The mineral property is owned by the owners of the surface. I think the owner of the mine is in all cases the owner of the surface. I do know of instances where the owners of farms have nothing whatever to do with the mines. We have some iron quarries in Wales, but I am not quite sure whether or not they are rated to the poor. In those cases where the farmers are not interested they pay rates to the poor in the shape of rates. In the Aberdare district, I fancy all the surface has increased in value to so great an extent, that the owner would not let any portion of it under 40*l.* an acre. I think, wherever mining operations are commenced, there is an increase in the value of the land, an increase in the wealth of the district, and the circulation of capital. Great attention is paid to the means of education. I think it is a very heavy thing to rate the coal mines. I think the rating is upon the royalty of 6*d.* per ton. I fancy the quantities are, and the amount in that way. Some deductions are made from the amount of assessment, as in the rating of houses. The deductions would go in this way; the royalty might go up to 8*d.* or 9*d.*, and the rate would be upon about half the royalty paid to the lord. The mode of assessment is various in the country. The rating of the mine is a very serious matter, and it is not always that we pay a lesser royalty for an inferior coal; it depends upon circumstances. The royalties are too high at present. In some places there is a sort of annual fight as to the rates; the farmers trying to get them up as high as they can on the mines, and they have a great deal of the power in their hands. It might be desirable to have an adjustment of the question—some moderate settlement. I know a great many instances where farmers are considerably under-rated. The lord makes as good a bargain as he can, and if he be hard, the lord gets off on a very fine mine, and they have expended a great deal of money. If union rating was adopted the case would be altered, the equivalent to the surrounding parishes would not be benefited.

By Mr. PHILIPS.—There has been an increased development of the mining interest through railways, which are rated to the relief of the poor.

By Mr. COLVILLE.—The quantity of coal is ascertained at the pit's mouth. I have not heard any complaint from the owners and others that the mines are not rated to the poor. I think they are perfectly satisfied with the present state of things.

By the CHAIRMAN.—The rating of mines would come up to between 200*l.* and 300*l.* a year; and if that is capitalised it would be equal to a large sum. It is a very questionable principle to say that a mine is a farm underground. In my opinion it is like raising coal out of the hold of a ship. It must be borne in mind, too, that it exhausts the soil.

By Mr. WILLIAMS.—It would be detrimental to mines to pay poor-rates. The Committee then adjourned until twelve o'clock on Tuesday next.

FRENCH AND ENGLISH PHRASE-BOOK.—Messrs. Lambert and Co., of King William-street, Strand, have published a very useful "Vade-Mecum for Tourists in France and Belgium." It presents a copious Phrase-Book and Vocabulary, adapted for travelling emergencies. The book is convenient in size, and, being compiled by an experienced hand, its skillfully-collected contents comprise a greater classified collection of phrases, expressions, and general information upon subjects commonly required by tourists, than many more bulky volumes.

## COPIAPO MINING COMPANY.

The half-yearly meeting was held at the offices, No. 2, Broad-street, yesterday, Mr. JOHN LANOUCHIE in the chair.

After the secretary (Mr. E. J. Cole) had read the notice convening the meeting, the following report of the directors was read:—

In accordance with the usual custom, the directors have called their half-yearly meeting to place a short report before the shareholders. At the SILVA MINES in Atlix Halinda and Republicana, the workings, during the past six months, have been unsuccessful, inasmuch as the mines have not yielded sufficient to cover their expenses, though the loss incurred on them is trifling in amount, and is not more than 2000*l.* The reports received state that the indications are sufficiently favourable to warrant a continuation of operations.

The CAZCO COPPER MINES has yielded a small profit in the six months ending Dec. 31st, and the mine, according to recent accounts, is looking remarkably well. A new lode was discovered in Jan., in cross-cutting north at the 30, and every report received since has shown that a gradual improvement has taken place. By the last advices the lode was of most brilliant appearance, being 3 ft. to 34 ft. wide in the end, and producing full 4 cwt. of ore of 20 per cent. per fm.; whilst in the winze below the 30, the lode was 1 ft. wide, 34 ft. to 4 ft. of which produced ore of full 25 per cent.; indeed, such a course of results seldom been witnessed before at CAZCO, and, if it continues, the result cannot be considered more than productive of very large profits. A cross-cut is now being driven in the end, and should this new lode, when intersected, be found equally rich as in the winze, the prospects of this property may be considered more satisfactory than at any former period. The 30 has been driven 9 fms. through a good course of ore, and the winze down to the level below the 30; there is, therefore, very fair reason to look forward to the lode in this winze when met with, proving equally good. In regard to the estates of the company, the directors have but little to add to their former reports. The delay in commencing the carrying out of the contemplated lease of the Hacienda de San Mateo for the annual sum of 530,000*l.*; but, in the meantime, the manager has taken such measures as have met the approval of the board, for obtaining a satisfactory revenue in the coming year. Various improvements were made last year on one-half of the estate, which attained a considerable outlay without immediate benefit, and, consequently, the revenue was less than it would otherwise have been. The plans of the company's shareholders have been received, which the directors have had lithographed for the use of the shareholders; they now lie on the table, and it will be seen that the property proposed by the company is one that will become more and more valuable as the development of the mineral wealth of the country progresses. The introduction of railways and their extension through a portion of the company's estate will be the means of realizing these advantages earlier, and to a greater extent, than could otherwise be looking for. At the termination of the present lease, on the company's property, the town of Pabellon has been laid out, and had the sanction of the authorities; and, as soon as the Chancarrillo railway is commenced, great importance will be attached to this land. It consists of 50 square cuadras (approximately of 100 acres), more or less, and a very large amount is expected to be realised when the time arrives for disposing of the several lots. It was contemplated at the meeting held in Dec. last, that an arrangement might be made for leasing the CAZCO mine for an annual sum, but the state of the money market has necessitated some delay in forming the proposed smelting company. The directors are also, however, to inform the shareholders that between 40,000*l.* and 50,000*l.* have been subscribed, and the company will shortly be firmly established. The directors are of opinion that, whether the mine is leased or not, arrangements can be made with the smelting company which will prove of importance to the CAZCO mine, and they strongly recommend their fellow shareholders to join the enterprise, in the belief that the result will prove successful as well as advantageous to the interests of this company. The directors have only further to state that their new manager, Mr. Powditch, has accomplished, as an appointment, most important reforms, and reduced the expenditure very considerably, the effect of which will be seen in this year's report, and are of opinion, from the present appearance of the property, that, at the annual meeting, the financial statement will be satisfactory to the shareholders.

The CHAIRMAN, in moving the adoption of the report, stated that although it was not so favourable as some of their previous ones, yet there was no cause for the shareholders to be dissatisfied. The railway was progressing. The concession had already been arranged: it was, however, delayed until the month of June, at which time the congress met.

Mr. WHEELWRIGHT observed that a great deal of the work was already done. The CHAIRMAN said that it would be a great advantage to them if they could get their ore on the spot; not only would there be saving in freight, but they would, at the same time, be able to work up their poorer sorts, which would not bear the cost of transport to England. An independent smelting company was in course of formation. This had, however, in consequence of the state of the money market, been somewhat delayed. Shares to the amount of 40,000*l.* had been taken up. They had thought that a capital of 100,000*l.* would be necessary; they would, however, be able to do with a less amount; though, in such a case, their operations must become more limited. A PROSPECTOR enquired whether there were any smelting works in the country, and if any of them had made a profit.

The CHAIRMAN said there were several, and he believed they had all, with but one exception, returned a profit. They were all aware that smelting was a most successful and lucrative business at Swansea?

Mr. TERRY asked if there were any coals in the country, and if they were inferior to those that could be obtained from England?

Mr. NAYLOR remarked that the coal which was raised in Chili was of a light character, and did not make a good coke. It was obtained from the south of the Republic, about five or six days' sail from Copiapo.

Mr. WHEELWRIGHT observed that both Mr. Allison and Mr. Powditch had recommended that it should be used with English coal, in the proportion of one-third to one-half. The coal which had been raised in the country he had himself used in the steamers. He thought that smelting would be a good business, provided they had proper people to conduct it. All well-conducted establishments in that country had prospered, and he saw no reason why they should not, having such able superintendents as Messrs. Powditch and Allison. No work would be done there by the company, but they would be interested in interest and commission. They must remember that a Chili they had to pay interest for money at the rate of 1 per cent. per month. They could obtain plenty of good native labour, which would be more economical than the employment of English operatives.

The CHAIRMAN observed that Mr. Thomas had great experience in smelting; he had been in the employment of a company with which he was connected upwards of 20 years. He had expressed a wish to go to South America, and he was now on his way, and he was tired of being for such a lengthened period in one of those out-of-the-way countries.

Mr. TERRY enquired if there was any chance of standing still, providing they did not obtain sufficient supplies from their own works?

Mr. WHEELWRIGHT did not apprehend there would be any difficulty on that head; the country, in fact, was one mine. They were always discovering gold, silver, and copper mines in the different localities. The Republic was free from revolutions that any other of the South American States. A disturbance there was soon quelled. A satisfactory conversation then ensued, the report was adopted, and a vote of thanks to the Chairman terminated the proceedings.

Mr. John Batters has furnished the following remarks on the Commercial and Mining business of the week, ending Friday night:—

The imports of the precious metals during the last ten days have been almost unprecedented in amount. The total of last week reached 1,700,000*l.*, and on Monday, from America and Australia, 1,000,000*l.* was ordered. The total of the week, therefore, American gold has brought a further accession of about 200,000*l.*—in all 2,500,000*l.* Of this large total a comparatively small amount has been sent to the Bank, the bulk having gone to the Continent, in payment for silver on account of the Bank of France. The monthly return of the last-named establishment, published this morning, exhibits an increase in the bullion of 2,000,000*l.* Withdrawals of specie for Lombardy, in payment for silk, will no doubt to some extent check a further increase. It must not be forgotten that the increase is obtained by artificial purchases. The rate of the Bank of England, published on Friday evening, will show a considerable increase in the reserves of notes and bullion. In some quarters, from the recently strengthened position, it was anticipated that a reduction of the rate of discount to 6 per cent. was not improbable, but the Board broke up to-day without announcing any change. Should nothing untoward transpire, this step cannot long be delayed.

The markets of the Stock Exchange, during the week, have been characterised by remarkable steadiness, and though no great advance has been obtained, a firm and healthy tone throughout has been manifested. Consols close 93*l.* 3*s.* 3*d.* in Foreign Stocks, Turkish 5 per Cent. has advanced 1 per cent. on large purchases, closing 95*l.* 9*s.* New Turkish 4 per Cent., 101*l.* 10*s.* 10*d.*

The Railway market has been steady, at about previous rates. French shares have obtained an advance. In the week, Manchester, Sheffield, and Lincoln have been in great demand, at higher prices. London and North Western have declined nearly 1 per cent., the great fire at Camden Town Station being assigned as the reason.

Mr. B. Tredinnick, of Gresham House, Old Broad-street, supplies us with the following information as regards the London Share Market:—

"The market for shares in British mines is extremely heavy, and very trifling business transacted even in the best dividend shares, prices generally ruling much lower. The fall in the prices of tin and copper has tended to increase the disposition of holders to realise, whilst the high value of money, and the great difficulty of obtaining advances, will tend to increase the demand for this article is greater than the supply. The prices, we, therefore, regard the market as being in a very precarious state, and likely still further to become depressed, unless money becomes easier. We believe, however, that the reaction will shortly become as general and rapid as the fall; it, therefore, behoves all who can hold shares to defer selling until the demand becomes more buoyant, whilst parties having money to invest will do well to embark in sound progressive mines, which cannot but considerably advance in current value during the ensuing few months. The large sums of money embarked in mining ventures during the past two or three years have laid open many young mines that present all the elements of success, requiring only patience and a small further outlay to render them productive and profitable."

Mr. Lelean communicates the following information:—

In reviewing the market for references to mines, it may be remarked that most of the best copper mines—Alfred Consols, South Consols, Devon Consols, Great South Consols, Wheal Basset, and South Consols—have been selling much too high for the dividends they have been paying; and now that the standard has fallen the returns of ore must be less, as the poorer levels cannot be worked at a profit. The dividends must, therefore, be considerably reduced. Holders of these shares must not be surprised to find the market value of them 25 or 35 per cent. less during the next two or three months than they were a month ago. In lead mines, Mary Ann and Wheal Wrey the price will be maintained, as the demand for this article is greater than the supply. The mines—Provident, Ding Dong, Margaret, Kitty (Lemon), Par Consols, Carradine, Treylon Consols, Botallack, St. Ives Consols, and Boscawen—will maintain their prices, as the fall in the price of tin has been occasioned by the annual sale of Banca tin, which takes place next month. After that comes off, it is expected that there will be a very great rise in the price of tin, and a corresponding rise will, of course, take place in the price of shares. The prospects of Great Alfred are very gloomy, and the Wheal Edward and Sorridge Consols are selling much too high. The speculative miners must desist of notice at the present low prices are Margery, East Provender, Luccote, Fenscon, Balmcon, East Margaret, Siray Park, East Basset, Cradock Moor, Gonamona, South Cudra, Trelovel, and West Alfred; and the adventurers may safely rely upon a very fair return for their outlay, as they are all good, with sound management, and every prospect of success. We called attention some short time since to North Basset, then selling at the enormous price of 40*l.* per 6000*l.* of tin, equal to 240,000*l.* Now the same shares will not realise 17*l.*, and there is every probability of their going down to 10*l.* It is well known that the mine was never worth more than half the money. Great South Consols are selling at the rate of 112 per share on the ore sampled in January and February. They also agreed to pay 20,000*l.* for a new grant of 21 years, although they had eight years of the old lease to run. This is scarcely explicable. It cannot be believed that it was done to delude the







## Mining Correspondence.

## BRITISH MINES.

**ABBEY CONSOLS.**—E. Williams, June 5: The eastern shaft has not reached the level yet, but I am daily expecting it. The stope in the back of the eastern level is still yielding 3 tons of black lead and 1 ton of ore per fm. The rise above the 6 is going up steadily, and is yielding good ore. The men are getting on well with making the western shaft good from adit to surface, and also we are progressing fast with making the new pool. Our dressing operations are going on as usual. We are going to put new shafts on the rollers to-morrow.

**ALFRED CONSOLS.**—M. White, T. Trelease, T. Hosking, June 8: There is no change in the level of the engine-shaft sinking below the 150—neither in the different levels in the western part of the mine, since the last report. The north part of the level in the 150, east of Davey's engine-shaft, is worth for copper ore from 150 to 200 per fm. There has been some of the south part of the level broken in this level since the last report, but the indications are more favourable, as we find some rich branches dropping into the level as we drive by it. The north level in the 100, east of this shaft, is worth for copper ore quite 1200 per fm. The south level in this level east is worth for copper ore from 150 to 200 per fm. The level in No. 2 winze, sinking below the 90, east of this shaft, is worth for copper ore 900 per fm. All the other parts of the mine are just as for some time past.

**BALLYMONEEN.**—W. Barkin, June 8: The ground still looks favourable for driving in the 15 fm. cross-cut south; but the cross-cut driving north in the same level is harder than usual, and still water coming out of the end. The 15 fm. level south has been driven since last report 4 ft.—total, 11 fms. 2 ft. 3 in. The 15 fm. level north has been driven since last report 2 ft. 6 in.—total, 10 fms. 3 ft. 6 in. We hope to finish the stack on Monday, and then we shall commence to roof the engine-house with all possible speed, and I hope in a few days to be ready to leave in the engine.

**BALLYVIRGIN.**—R. W. Smith, June 4: I beg to hand you the following report on the progress made in the erection of the engine, gear, and other connections. The cylinder is screwed down on the loading, and the piston packed, the guide-frames are also placed and screwed down, also the fly-wheel shaft is placed and fly-wheel built and put together, likewise the eccentric reversing gear and starting gear is also connected. The boiler is in the boiler-house and the boiler built, the steam-pipes are in and joints made. The timber cistern is made, and the condensing work is in its place and all joints made. The bob-stand and bob are yet to be put up; the stand is made and ready for putting up. I have a small reservoir making to have the surface water for the feed, which will be much less injurious to the boiler than the underground water. The limb of the shaft-bob is placed in the bob-pit, and shall dress the bob to-day. The traveller is also made, but not in its place. The stack is 22 ft. 6 in. high this day, it has rained every day for the last week, which has thrown the masonry back considerably. There are 105 tons of coal to land in Clare and 30 tons from Killyrush. The engineer says the engine will be ready to go to work on Saturday week in rough state, for the engine-house will not be plastered and painted, and he hopes to put the grinder together in a week after finishing with the engine.

**BEDFORD UNITED.**—J. Phillips, June 8: The level in the 148 east is 3 feet wide, composed chiefly of capel and spar, with spots of ore intermixed; in the same level west the level is large, and of a promising appearance, producing some good stones of ore. The level in the 130 east is 2 feet wide, composed of munda and spar, with a little ore occasionally, but not a sufficient quantity to value. The level in Osborne's winze, sinking below the 115 east, is 4 feet wide, poor at present for ore; the stope in the back of this level will yield 3½ tons of ore per fathom. Paul's stope, in the bottom, are worth 4 tons of ore per fm. The level in the 115 west is a little improved since last report, being now 2 feet wide, and will produce 1 ton of ore per fathom. Warne's stope, in the back of this level, continue to yield 5 tons of good quality ore per fm. The level in the 103 west is 3 ft. wide, of a very promising character, and producing some good stones of ore. Jackson's stope in this level east will yield 4½ tons of ore per fm. The level in the 47 east is 2 feet wide, composed of capel, spar, and occasionally a little black ore. In the 35 east we are looking much the same as for some time past, opening tribute ground.

**BENDER.**—N. Tozer, June 8: The 18, east of engine-shaft, is now in 3 fms. 5 ft. and is set to drive by six men, at 50 per fm., and 10 ft. wide, the level here is 2 ft. wide, composed of white quartz and quartz spar, with very appearance of a speedy improvement. The same level east is set to four men, at 50 per fm., strated 2 fms. this end is in 3 ft. from the pit, and is going towards the junction of the Bend and Bender lodges, where I am informed there is a good lodge gone down. The filling, landing, and hauling is set to three men, at 50 per fm. The month. All our machinery is in good working order. We have a plentiful supply of water, and everything is progressing satisfactorily.

**BODCOLL.**—F. Evans, June 8: In driving the 10 fm. level west the level continues large and strong, with exceedingly favourable indications; it is about 6 feet wide, made up of nice spar and clay-slate, making a thorough and good road, and a little sulphur to all appearances, this level will soon turn out to make it pay for saving: drive last week 4 ft., making the total 18 fms. 5 ft.

**BOG MINE.**—W. Barratt, June 10: There is no alteration in our pitches since last reported. We have a very troublesome job in the engine-shaft.

**BOILING WELL.**—John Delbridge, June 6: In the 60 east, on the north level, 3½ fms. north of the engine lode, the level is from 9 in. to 1 ft. wide, yielding fine stones of copper ore. From the appearance of the lode it is likely to open in tribute ground. In the 60 east, on the engine lode, the level is 15 in. wide, at present it will yield 1 ton of ore per fathom, and in a good looking killas. In the 50 east the level is small and poor. In the 40 east the level is yielding lead and blende. In the 30 ditto, east of Austin's, the level is 2 ft. wide, yielding 3 cwt. of lead and 2 tons of blende. In the 20, west of ditto, 3 cwt. of lead and 1 ton of blende. In the 30 stope, west of ditto, 3 cwt. of lead, east of ditto, 14 cwt. of lead and 1 ton of blende. In the 20, east of King's, the level is poor. In the 10, east of ditto, 1 ton of copper ore per fm. In the 50, west of engine-shaft, unproductive. Austin's Shaft: Good ground next week will bring us as deep as the 30, if all be well. New east shaft sunk to the 10; cross-cut driven towards the level 2 fms.; at present no appearance of the level. In the winze sinking below the adit the level is 1 ft. wide, yielding some good stones of lead. Our tribute pitches are much as last reported. Our machinery is working well, and the men employed in the bottom of the mine can work without let. We shall sample 15 tons of lead ore on Wednesday next, and 40 tons of blende ore.

**BRYNFORDD HALL.**—Wm. Francis, June 11: The forebore east on Woodland's vein has improved, which agrees well as to the ultimate success of this tribe of veins as we advance eastward on their course; the measures are all we could wish. The ground has improved in the rise to meet Page's shaft, which, when communicated, will enable us to prosecute the "Miller vein," hitherto rich, but now idle for want of an air-way, &c. At Matthews' we are getting into returns, and have some nice tribute ground, working at remunerative prices, and, during the last 12 months, we have been chiefly occupied in opening levels, sinking, and doing other necessary work that will soon repay the outlay. On the whole, our prospects are most encouraging, and our advance steady and certain.

**BRYNFAIR.**—J. Reynolds, June 10: The level driving on the north wall of the lode at Brynfaair is not quite so good as when I wrote you on Saturday last, but still producing good stone of ore. There is no change in the cross-cut driving through the lode; ground stiff for driving. The stope in the high backs has improved since last report. I hope to get most part of the parcel of lead to Newtown in the course of next, which I estimate will be from 9 to 10 tons.

**BULLER AND BERTHA.**—J. Hamby, June 10: I have placed two men to clear up the shaft on the north gossan lode, where there is a very fine lode, but the water prevented us from doing anything on it through the winter. We have about 7 fms. more to drive in the adit, on the south lode, to come under the shaft, in which there was a fine lode in sinking. In the adit end the lode contains a little copper, and at times is very kind to make a bunch of ore.

**BWLCH CONSOLS.**—R. Northey: The stope east of winze in the back of the 50 is worth 18 cwt. per fm. The stope west of winze is worth 15 cwt. per fm. The level in the end in the 15 is worth 1 ton of ore per fathom. Our progress in sinking the Penrhyn shaft is not so fast as it was last week, in consequence of there being so much water. The men have been sending up a lift of pumps from the old mine to the shaft, to put in Penrhyn shaft. I shall be obliged to put three men more in the shaft, which will make nine in number. I have ordered from 3 to 4 tons of iron for the pumpwork, &c.

**BWLCHISTELLAN.**—J. Williams: The shaft is sinking in a good vein, and likely to make much ore in going down.

**CAMBORNE CONSOLS.**—W. Roberts, June 9: The following bargains were set on Saturday last:—O counter lode, the 33 to drive west by four men, at 80 per fm.; lode 1 ft. wide, unproductive. On counter lode, the 33 west by four men, at 80 per fm.; lode 1 ft. wide, with stones of ore. The 20 west by four men, at 70 per fm.; lode 1½ ft. wide, kindly, producing munda and stones of ore. The 10 west by four men, at 80 per fm.; lode 1 ft. wide, tribute ground. The adit west by four men, at 50 per fm.; a winze to sink under the 10 by four men, at 20 per fathom, and 50 tribute; lode 1½ ft. wide, worth 2 tons of ore per fm. The 50, east from Wheel Gossan cross-cut, by four men, at 140 per fm.; lode nearly 1 ft. wide, producing stones of lead and copper ore. The 35 cross-cut south by four men, at 20 per fm.—Tribute: A pitch in the back of the 33 by two men, at 50 per fm., and one in back of the 20 by four men, at 60 per fm., in 14.

**CARADON CONSOLS.**—W. Rich, June 11: It appears by the increase of water in the 35 cross-cut north that we are getting near the lode; but our progress during the last few days has been exceedingly slow in consequence of the cross-course being very large and stiff, and with so much water bringing the ground very heavy on the timber. In order to avoid this quick ground we have thought it best to go back a short distance from the present end and commence a new level in the country so as to intersect the lode in firm ground and out of the influence of the cross-course; this may take a little longer time, but we shall not use so much timber, and I think it far the safest plan. The lode in the winze below the 27 still carries can and spots of ore, not looking quite so well as when last reported on. At the boundary shaft the boundary lode has been nearly perpendicular, but owing to another lode running a junction with it near the present bottom, has caused it to underlie north, and as we are nearly down for another lift we cannot now change the direction of the shaft, but must continue to sink perpendicular; the boundary lode is now the north side of the shaft; I am of opinion that it will again very shortly take its usual bearing.

**CARVANALL.**—W. Roberts, June 9: Setting Report: The 118 to drive west by four men, at 30 per fm.; lode 1 ft. wide, chiefly composed of crystallized iron. The 106 west by four men, at 30 per fm.; lode 1½ ft. wide, unproductive; a winze to sink under the same level by four men, at 30 per fm.; lode small. The 96 west by four men, at 30 per fm.; lode 2 ft. wide, producing a little ore. The 86 west by four men, at 30 per fm.; lode 2 ft. wide, poor. Four men are about to clear the 76 west, where we expect soon to intersect a cross-course.

**CASTELL.**—J. Lester, June 11: The masons have begun to build the crushing-mill house to-day, and have promised to have it ready to put in the crusher in three weeks. They have taken it at 1s. 2d. per yard for building and pointing it inside and out, they find men to assist, riddle stuff for mortar, &c. I have not set the stone to rise, but have three men at work doing so. I contracted with a man for the raising and carrying a week back, but he failed to perform his agreement. I think we had better not have the castings from the foundry until we are ready with the walls, so that we could put it together at once.

**CATHERINE AND JANE CONSOLS.**—J. Trewick, June 11: The lode in the deep adit end is rather improved, and is looking much more kindly than when last reported. The lode in No. 2 winze is also improving, particularly in the north-west end, which induces me to think that the bar of dead ground is much shorter in the deep adit level than in the level above. Size of the lode 15 in. wide, intermixed with lead throughout. Our progress has been very much impeded for the last few days in carrying down the ironstone, in consequence of the heavy rain, but it will now again be attended to with vigour.

**CLOWANCE WOOD.**—Capt. Chegwain, June 8: The engine-shaft is sinking with all dispatch, ground good, without water. In the adit cross-cut the men are driving rapidly towards the shaft, and the surface-works are progressing with all speed. Both bargains are set to full pairs of men, and we expect to hole by Michaelmas next.

**COLLACOMBE.**—S. Mitchell, June 9: During the last week the 62, west of the western shaft, has been driven 5 feet, the lode is worth about 3 tons of good ore per fm. The 62, east of Morris's engine-shaft, has been driven 9 feet; the lode is of a highly promising character, composed of soft quartz, munda, blende, and ¼ ton of rich ore per fm. The 40, west of the western shaft, has been driven 4 feet, and the lode is worth 1 ton of good ore per fm. No alteration to notice in any other part.

**COLLEGE MINES.**—A. Braithwaite, June 6: We have about 3 fms. more to get the shaft in fork. We have set the sumpten to stope a part of the 10 south; they will get sufficient lead to pay expenses, and leave a small profit. The 10 north is not looking quite so well; the lode is heated to the right. There are good stones of lead in the bottom of the level. The 10 south is rather poor, and harder, but as water is coming we anticipate getting into more kindly ground. The tribute pitches are looking just the same, and the men are earning fair wages. We have 2 tons 17 cwt. of lead in the store-house, and about 7 tons on the surface, partly dressed.

**CWM DAREN.**—Capt. Tregoning: The 10 is in a lode containing little ore and water, but we expect to reach ore ground as it goes forward. The tribute ground yields fair wages to the miners.

**CWM SEBON.**—J. Boudy, June 8: Saturday last being our pay and setting-day, the following bargains were set:—The engine-shaft to sink by six men, 2 fms., at 100 per fm. The lode at the shaft yields 7 cwt. of ore per fm. The 60 to drive west by six men, at 60 per fm.; the lode in the end is small at present, and unproductive. No. 1 stope in back of the 60, east of engine-shaft, by six men, at 65 per fm.; the lode yields 8 cwt. ore per fm. No. 2 stope, in back of ditto, by four men, at 65 per fm.; the lode yields 8 cwt. of ore per fm. No. 3 stope, in back of ditto, by four men, at 65 per fm.; the lode yields 9 cwt. of ore per fm. No. 4 stope, in back of ditto, by four men, at 65 per fm.; the lode yields 9 cwt. of ore per fm. No. 5 stope, in back of ditto, west of shaft, by six men, at 40 per fm.; the lode yields 10 cwt. of ore per fm. No. 6 stope is not set. Two tribute pitches were set, one in the back of the 40, east of shaft, by four men, at 100 per fm. in 11; the other pitch in the back of the 30, west of shaft, by four men, at 110 per fm. in 11; the latter to pay all dressing cost. The other pitches remain much the same as last reported. We are getting on tolerably well with the dressing of the ore, and I hope to sample 15 tons.

**DAREN.**—J. Humphreys: Francis's level is in unproductive ground, and there is unproductive ground in the level above; over this place we expect in 5 or 6 fms. to reach the long line of ore ground which has yielded so much ore in Level Coed. The stope in the back of Francis's level is giving a good supply of ore. Level Coed stope this level is not quite so good as usual, but as there are 40 fms. of back no doubt it is only owing to a floor of less productive ground. We sold 12 tons from this mine on June 8, to Messrs. Sims, Williams, Nevill, and Co., at 17½ pence per ton.

**DEVON BULLER.**—J. Cook, May 10: I have inspected this mine to-day, and am glad to be able to say that improvements have lately taken place which may be long placed this mine in a very different position. The lode in the 41 west looks much better; this level is approaching an important point, being nearly under a good shoot of ore driven through in the 32, it is expected that this level will produce good stones of ore, and it presents a very promising appearance; this level will soon reach the run of a shoot of ore gone down in the 20; the stope in back of the 32 are yielding from 1½ to 2 tons of ore per fathom. I think it would be advisable to drive the 10 further west; I come to this conclusion from the fact that there is now a good lode of ore in a pitch about 5 fms. above this level, and some fathoms beyond the present end, this appears to be a new shoot of ore. The mine appears to be fairly worked, the machinery is still in good order, and some conditions have lately been made, and others are still in process to meet the cost of labour. You are now in a position to raise ore enough almost to meet the cost, and if the 32 and 44 turn out as expected it will probably double the value of the mine.

**DEVON BURRA BURRA.**—J. Lord, June 11: We still continue to progress with sinking the engine-shaft, cutting pit, &c., as fast as the nature of the work will admit. We find rich stones of grey ore in sinking. The water has greatly increased within the last few days from the end driving east; at present the ground is hard and troublesome to drive. The lode has not been taken down in the pitch for the last fortnight. I have set a pitch to two men in the Brake, at 13s. 4d. in 11; they have broken some splendid ore to-day, and it looks kindly to improve.

**DEVON WHEAL BULLER.**—W. Neill, June 11: Since my last report the plunger has been put to work in the 32, and the level is again in fork to sink below the 44, by six men, at 150 per fm. The 44 end to drive west, by six men, at 60 per fm.; the lode in this end is 3 feet wide, producing occasionally stones of ore and munda, with a great quantity of water. The 32 end to drive west, by two men and two boys, at 20 per fm.; the lode is 1 ft. wide, producing a little ore, and promising further improvement; a winze to sink in the bottom of this level, by four men, at 50 per fm.; the lode is 2½ ft. wide, ore throughout. No. 1 stope, in the back of this level, by four men, at 11, 7s. 6d. per fm.; the lode is producing 1½ ton per fathom. No. 2 stope, in the back of this level, by two men, at 10, 10s. per fm.; the lode is producing 1 ton of ore per fm. The 32 end to drive east, by one man and one boy, at 20 per fm.; the lode in this end is improving, producing some saving work, and the present appearance is quite sufficient to expect a good lode of ore. The pitch in the back of the 20, east of the cross-course, by two men, at 12s. in 11; and also the pitch in the back of the 10, west of the western shaft, by two men, at 10s. in 11; both pitches are looking very promising to yield sufficient ore for their respective tributes.

**DOLWEN.**—F. Evans, June 8: The adit west has been driven the last week 5 ft., making the total drive 50 fms. 2 ft.; the lode here is rather hard, principally composed of gossan, letting out a good deal of water, which is generally considered a promising feature, and the appearance of the lode on the whole is highly favourable for making lead. The New Valley shaft will nearly square 6 feet; lode very large and promising, with spots of lead occasionally; the water here is rather quick.

**DUKE OF CORNWALL.**—J. Vercoe, June 10: In the 70 east the lode continues to improve, producing about 1 ton of ore per fm. In the 60 east the lode looks well, producing about 1½ ton per fm. In the 50 east the lode is large, producing occasional stones of ore. In the 25, east of Vercoe's shaft, on south lode, we have a very good lode, worth 100 per fm., and promising improvement. Vercoe's shaft will be completed to the 40 this week. We set, on the 5th inst., ten tribute pitches, each to three men, at 3s., 3s. 4d., 5s., 6s., 7s., 8s., 9s., 10s., 11s., 12s., 13s., 14s., 15s., 16s., 17s., 18s., 19s., 20s. We hope to commence carrying ore for another sampling to-morrow, and expect to sample 150 tons.

**EAST CARN BREA.**—T. Glanville, June 9: There is no change in any part of the mine to notice. The lode at the engine-shaft is producing saving work for tin.

**EAST FOWEY.**—June 10: On Saturday last we had a great increase of water in the cross-cut, consequently we were obliged to sink the first lode; we shall have some distance after to sink the main lode here.

**EAST ROSEWARNE.**—R. C. Vivian, June 6: In the 22, east of the engine-shaft, the lode is large and of a promising appearance, producing lead, junk, munda, and occasionally stones of copper ore. In the 22 west the lode is still standing to the south, and I have to-day set the men to cross-cut in that direction. I do not expect we shall have more than 6 ft. to drive to intersect the lode. In the rise in back of the 22, west of first western winze-shaft, we calculate we have about 6 ft. more to communicate with the bottom worked down from the 12. We are rising through Hookan, and leaving two good branches of copper ore on each side: these we shall strip down as soon as we have holed the old workings, which we expect to do in the course of the next few days. In the 22, east of cross-cut, east of second western winze-shaft, the lode is improving in appearance, and contains spots of copper ore. In the 6, east of cross-cut, east of second western winze-shaft, there is still a good branch of copper ore in the back of the end, but the lode is small towards the bottom. There is nothing new in any other cross-cut.

**EAST SORTIDGE.**—A. Down, June 11: We have resumed sinking the engine-shaft, which is now about 21 fms. deep. The lode in the bottom is looking very promising, being composed of quartz, capel, gossan, prlan, &c., with spots of black ore.

**EAST WHEAL PALMOUTH.**—W. Burrows, June 10: In the 20 fm. level north the lode is producing stones of lead ore. The stope in the back of the 20 fm. level are producing about 9 cwt. of lead ore per fm. We are driving a cross-cut east in the 10 fm. level, and have branches of lead and junk leading into the east lode. The stope in the bottom of the 10 fm. level will produce about 3 tons of lead and junk per fm. In the 12, in the 12, the lode is improving in appearance, and contains spots of copper ore. We are now in course of taking down the lode in the 60 west, which we find to be large, producing some good ore; the ground is favourable for driving, price 4½ per fm. We have not taken down any lode in the winze in the bottom of the 55 fm. level; I hope to be able to speak of its character and value in my next. We have cleared the north adit 5 fms. since last reported, and have come into where the lode in the back of the adit has been stopped away; the lode in this place appears to be about 4 ft. wide by the workings. I hope to say something as to the character and prospects of the lode in my next.

**GAWTON.**—J. Gill, June 10: I have nothing new to communicate this week; our underground department is without alteration since last reported on. The dressing is progressing favourably.

**GELLIRHEIBON.**—Capt. J. Jones: The dressing is going very well. There is still in a promising lode, and is slowly draining the old workings, from which we intend soon to drain the water, as there can now be no quantity of feed, and little difficulty in dealing with it.

**GLASLILLY.**—We are daily expecting to cut the lode in the cross-cut from the 80.

**GREAT CRINNIS.**—S. Bice, June 8: The sumpten are engaged in stoping the ground west of the rise in the 90; the lode is worth 7½ per fm. for copper ore, the price given for stoping 4½ pence per fm. The ground east of the rise is set on tribute at 7s. in 11. We have also set two pitches in the back of the 10, at Daniel's shaft, one at 8s. the other at 13s. 4d. in 11. The water in the shaft is about 9 fms. below the 10. The rest of the tribute pitches are without alteration since last communication. The quantity of ore at surface is calculated to be from 70 to 80 tons.

**GREAT SHEBA CONSOLS.**—J. Spargo, June 10: The lode in Kelly Hole Shaft, or rather the north part, is looking most splendid. We are now breaking large stones of munda spotted with black and yellow copper ore, and it appears to be improving every fm. we sink. The other parts of the mine are just as last reported.

**GREAT SOUTH TOLGUS.**—J. Daw, June 10: Saturday last was our setting day. The lode in the 50, west of new shaft, is 2 feet wide, producing 1½ ton of copper ore per fm.; set to six men, 3 fms., at 100 per fm. In the same level east the lode is 1 foot wide, producing a little ore, but not enough to value; set to four men, 3 fms., at 40 per fm. In the 70 we have put the men to drive north, as we think a part of the lode is standing on the north side; the stope in the back of the 70 is worth 35 per fm.; set to two men and two boys, at 25s. per fathom. In the 60, the lode is 3½ feet wide, producing 8 tons per fm., worth 15s. per ton; set to three men and three boys, 4 fms., at 30 per fm.; the stope in the back of the 60 is worth 30 per fm.; set to four men, at 30 per fm. In the 50 the lode is 2 feet wide, producing a little ore; set to three men and three boys, 4 fms., at 30 per fm. In the 40, the lode is 3 feet wide, a very promising lode, but not enough to value; set to two men and two boys, 4 fms., at 30 per fathom. The lode in the rise in the back of the 60 is

worth 500 per fm.; set to two men and two boys, 4 fms., at 25, 10s. per fathom. The pitches are looking well.

**GREAT WELSH.**—Capt. Kernick: The 20 is nearly sound, as to timberwork, to the end south; but the stope in this level will require four days more to clear. The lode in the back of this level south continues to look well; in the 61 end east of lead ore, producing 15 cwt. of lead ore per fm. Tributaries can get fair wages at 40 per fm. drawing and all costs except dressing; the latter we suggest had better be done by the company, so that there be no delay in sending the ore to market when required, and that in a proper state. The ground near the end is very wet, owing to the lode which we are nearly in junction, and which overlay the lode on which we have been clearing south. After we have cleared this level completely, we will take down the lode now standing on the west part of the drift, and will report thereon fully; we will set the cross-cut south in the 10 next week.

**GREAT WEST SORTIDGE.**—J. Richards, June 11: At the engine-shaft there is no alteration. In the 30, west of the engine-shaft, the lode is exceedingly promising, being composed of capel, munda, prlan, a little gossan, and copper ore.

**GREAT WHEAL ALFRED.**—W. Mitchell, June 8: Yesterday morning six o'clock, and up to six o'clock this evening, we have forked 2 fms. 0 ft. 6 in. The water is now 4 fms. 3 ft. 7 in. below the 125. We hope to drain the 130 by Monday morning, when we shall reset this level west on Alfred Consols lode; likewise two or three tribute pitches in this level.

**GREAT WEST SORTIDGE.**—J. Richards, June 8: Since Saturday night six o'clock, up to six o'clock this morning we have forked 3 fms. 2 ft. Everything is going on well.

**GREAT WHEAL BADDERN.**—J. Jenkins, June 9: In the 66 fm. level, east of the sink, the lode is 14 in. wide, producing good lead ore; in the opposite end west the lode is 15 in. wide, yielding 1 ton of lead ore per fm. In the 61 end east the lode is 15 in. wide, containing munda, spar, and a little lead—ground and water much the same as when last reported. The new shaft, east of the eastern engine-shaft, is progressing with all speed. No alteration in the tribute and other operations throughout the mine since my last communication.

**GREAT WHEAL BUSY.**—J. B. Pascoe, June 6: The water is down 8 fms. 2 ft. below the 50, at Harvey's engine-shaft. The 60 is dry at King's shaft, and will be dry throughout the mine next week. We shall explore there at once, after which I will write you. We shall clear and secure old sump and Offord's shaft to the 30 fm. level next. We are progressing with the burning house furnace at the stamps, and the new winding engine-house at King's shaft. We shall commence building burning house next week, and also to work our stamping regularly. All the other work is progressing.

**GREAT WHEAL VOR UNITED.**—W. M. Martyn: The pumping and winding engines are working well. Cressa's shaftmen have been clearing the stope of stuff and old timber below the 214, and sent away the drop lift to the 218. Treary's shaftmen have sent away the drop lift to the 215. The water at Cressa's shaft is drained to the nose of the drop-lift or 218. The works in the different shafts for the drainage of the old mine continue to be pushed with vigour, in order to get down and operate on the richer tin ground about the 236. In Wheal Metal, the stope in the bottom of the 90, west of shaft, the lode is worth 1050 per fm., and in the back of the 90, 1000 per fm.

**HAWKMOOR.**—J. Richards, June 8: The lode in the engine-shaft is 2½ ft. wide, bare cross-cut, rather disordered by a hard floor of ground passing through the shaft this week. In the 50 west we have cut the cross-course, where we expect the lode is here north about 3 fms., as seen at other levels. In the 40 west the lode is improved in quality this last week, worth 1 ton of ore per fm. The stope in back of this level are looking well, and are now well ventilated. The stope in bottom of the 30, west of shaft, are worth ¾ ton of ore per fm. No change in the ground in West Hawkmoor to notice.

**HERWARD UNITED.**—J. B. Lightowler, June 11: Batter's engine-shaft is progressing to our satisfaction. We have yet from 7 to 8 fms. of ground to sink through to communicate with the 50, and every effort is being made to accomplish this piece of work in the shortest time possible. At Wepre shaft we have met with a cross vein which is of great advantage and value to us, as it will enable us to sink 3 fms. to 1 fm. hitherto, thus saving time and money. It is also of the utmost importance in laying open this mineral district, by cross-cuts, &c., as the junctions of such cross-courses with the veins produce good ore, and from which most mines derive their source.

**HINGTON DOWN CONSOLS.**—Wm. Richards, June 10: We have commenced driving east and west from Morris's shaft a 100 fm. level, where the lode is large, producing a little ore, but not to value. The 100 fm. level, east and west of Dodge's winze, is without change to notice, as also the lode in the 75 and 55 fm. levels east. Thomas's shaft is progressing satisfactorily. The cross cuts north and south from Hitchin's shaft are being driven as fast as the nature of the ground will admit.

**HOLMBUSH.**—In the 145 west the level is being extended west on the lode intersected by the end driving south; the lode has a very kindly appearance, and will produce about 1 ton of ore per fm., worth 7½ per ton. The western stope in the back of this level, west of Northey's rise, will yield from 2 to 3 tons of ore per fm., worth 90 per ton. The eastern stope is set on tribute. In the end driving south in the 90, on the lead lode, the lode has not been taken down, but is cut through, and will produce good saving work for lead, and promising a further improvement. In the rise in the back of the 145, east of Diagonal, the lode will yield 1 ton of ore per fm., worth 80 per ton. The stope in the back of this level is set on tribute. The winze sinking in the bottom of the 145 east will produce 1½ ton of ore per fm., worth 90 per fm. In the 160 west the lode continues to produce about ¼ ton of very rich black and grey ore per fm.

**HUCKWORTHY BRIDGE.**—J. Key, June 11: The lode in the adit end is much improved. We have a branch of rich yellow copper ore, capped black, besides the prlan part, 2 ft. high from the bottom. I hope we shall soon have it to the back on the ground dips west. The branch is from 4 to 5 in. wide of good ore. I am of opinion that as we get deeper into the hill we shall have a good lode in this level when we near the cross-course. The ore is as firm as if it were raised from a lode 60 fms. deep. This promises for having a good mine in depth, knowing for certain this to be the same lode as that in the old Huckworthy Bridge Mine, to the west of us and in the cross-cut, where there is a good lode, and a large quantity of ore broken and left undrugged by the ancients. I am now quite satisfied with our prospects, and would at once commence the sinking of a new engine-shaft and the extension of the wheel, did I but know what effect the cross-course and the lode would have at the junction. This being a new piece of ground, and never proved, I cannot say, but hope we are not far off from that point.

**KELLY BRAY.**—M. Edwards, June 8: The lode in the 100 east is much the same as stated in my last—2 ft. wide, producing stones of ore occasionally; driving at 60 per fm. The cross-cut south in the level is now extended 2 fms. 4 ft. 6 in., but without yet meeting with anything of consequence; however, we intend driving it further, to see whether any more lode exist in that direction, and have re-set the end at 90, 100 per fm. In the 90 west the lode is further improved, it is still 2½ ft. wide, and will yield quite 2 tons of copper ore per fm.; driving at 90, 100 per fm. The stope in the bottom of the 90 east, mentioned in my last, are now set on tribute, at 3s. 6d. in 11, and are worth at present 180 per fm. for copper ore. No alteration of consequence has taken place in any of the other pitches in the mine. Eastern Engine-shaft: The different operations in connection with this part of the mine are still progressing favourably. The winze-shaft is 5½ fms. below the 15, and the parts rising against them are up 1 ft., leaving 7½ fms. to communicate. This is set as a contrast to 40, and hope will be completed in a month more.

**KESWICK.**—J. Postlethwaite, June 6: In the 50 north no lode has been taken down during the past week. In the 40 north that part of the lode has disappeared to the west, and have put the men to cross-cut with one prospect, and the stope in this level are as follows:—No. 1, worth 8 cwt.; No. 2, 13 cwt.; and No. 3, 5 cwt. of ore per fm. In the 30 north we have the following stopes:—No. 1, 8 cwt.; No. 2, 8 cwt.; No. 3, 10 cwt.; No. 4, 12 cwt.; No. 5, 8 cwt.; and No.







d producing much as usual.



At Condurrow Mine meeting, on Tuesday, the accounts showed—Balance last audit, 2071. 12s. 5d.; copper ore sold, 3596l. 6s. 11d.; crushing wheel Harriet ore, 21. 17s. 8d.—Mines cost, March and April, 2234l. 14s. 9d.; merchants' bills, 1824l. 0s. 8d.; dues at 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2







business of the gold fields of the colony. On the contrary, as machinery of an improved description comes into more general application, and better means for developing our mineral resources are organised, I believe that the exports will not only be maintained, but much increased." On the commercial state of the colony—"I am satisfied," continued this gentleman, "that the general prosperity of this country was never on a more sure and satisfactory basis than it is at this moment, notwithstanding the difficulties that have of late overtaken many of the trading communities."

The official report of the shipments of gold from Melbourne alone, for the first three months of the current year, shows 31 tons 14 cwt. 24 lbs. of ore, which, at 47. per ounce, is equal to 3,044,388; while for the same period, from the same port, the colonial produce, exclusive of gold, amounted in value to 876,614; making, consequently, a total value of colonial exports from Port Phillip of 3,920,992.

In another part of our Journal we give, at some length, the result of experiments made in the Victoria Docks respecting the practical utility of the "NAUTILUS DIVING-BELL" (an American invention) which we believe, from personal examination of the machine, must supersede the old system of submarine operations. The great usefulness of the Nautilus consists in its being entirely independent of any attachment or suspension, and of the ability of the parties within it to act without the assistance of parties above; for it can be propelled with facility both at the surface and under water by the parties submerged. The great feature in the experiments of the day was presented in the fact that Mr. HALLERT, who has done so much to bring this extraordinary machine to its present state of perfection, had the hose, connecting the bell with the barge or screw with it, entirely separated; and with that self-confidence which invariably distinguishes enterprising genius, he, with a single diver, made four descents in 25 ft. of water, showing that the Nautilus, should any accident occur to the hose connecting its inmates with the surface, was within itself the means of reaching the surface of the water, not only with ease but with extraordinary rapidity. We cannot better explain to our readers this new security of the temporary residents of this extraordinary machine than by an extract from one of the most independent of our morning newspapers—the *Daily News*. The writer, after giving a very lucid description of the *modus operandi* under water, touches upon the possibility of a rupture in the hose between the machine and the barge accompanying it. He says:—

"But suppose the flexible tube to be broken, and communication with the reservoir of condensed air above to be cut off? In that case, which was very promptly exemplified yesterday by the entire removal of the air tube, whilst four or five human beings were at the bottom of the dock, having not a thread to connect them with their fellow-creatures above, the Nautilus can help itself, and although it cannot obtain an additional stock of air, it can rise to the surface in a minute, by expelling with a force pump the water from the side compartments, which, when the stop-cock is shut, there remains a vacuum, enabling the machine, as it still displaces more than its weight of water, to ascend in safety."

We may refer to the testimony of the most eminent of our engineers, Mr. ROBERT STEPHENSON, in reference to the great practical utility of this, as he emphatically termed it, a "rough and ready machine," as the best possible guarantee that the Nautilus is a great invention. In conclusion, we may say, that the American diving machine appears to us to be of such a "rough and ready" character, that the use of it will get rid of coffer-dams in the construction of permanent works, as well as for scaffolding, &c., for works in exposed situations, and current-ways where the ordinary diving bell is now used. It will prepare foundations, and erect works thereon at a great reduction of cost, with a large economy in time. It may be employed in blasting and removing rocks in channels and harbours with much advantage. By it, artificial or pile foundations, for the reception of grillage and planking can be effected; the beds of rivers and harbours can be easily explored and surveyed; lost treasure can be recovered; sunken vessels raised; telegraph wires, gas and water-pipes, laid across rivers, harbours, &c.; beds of rivers, and other waters, searched for gold and precious stones; the pearl, coral, sponge, and other fisheries, now conducted entirely by native divers, economically and successfully prosecuted; and, lastly, which is the most important capacity of the machine, works required to be completed within a given time can be prosecuted as well by night as by day.

We have reason to believe that further and official experiments will be made, simply to confirm the overwhelming superiority of this machine.

As the position of matters in connection with the GENERAL MINING ASSOCIATION (of Nova Scotia) has been brought before the public through our recent remarks on communications received from shareholders, it is well to give a short sketch of the history of this undertaking, and the probabilities which exist of its being placed on a more favourable basis as respects its lease and ultimate advantages. It is well known that the Duke of York, in 1826, obtained a concession from the Crown of the mines and minerals of Nova Scotia for 60 years, which could only be rendered valuable to him as a commercial speculation, by being skillfully worked by enterprising individuals, possessing adequate means. It was, therefore, sub-leased to Messrs. RUNDLE, BRIDGE, and RUNDLE, and by them handed over to the General Mining Association, with which they were largely connected.

Difficulties have arisen in giving legal effect to the leases under which the mines have been worked, but they are in progress of amicable adjustment, and so important is the question considered that a deputation from the Colonial Legislature has been appointed to proceed to this country to settle all points between the Crown, the Duke of York's representatives, and the General Mining Association. Under the original grant there was power to raise only 20,000 chaldrons of coal, Newcastle measure (40,000 Winchester) annually, on payment of a rent of 3000*l.*; but, in 1845, the British Government extended the amount to 52,000 chaldrons, on payment of a royalty of 1*s.* per chaldron over and above the 52,000 chaldrons. The constitutionality of the grant, if the term may be used, has ever been a vexed question in the colony, and repeatedly leads to angry discussion and comment. On one occasion a case was referred by the colony for the consideration of three members of the bar in London, as to the validity of the original grant from the Crown, who gave an unqualified opinion that it was perfectly sound, but the opposition contended that the case was not fairly drawn up.

It certainly does appear an anomaly, that the rights of the association should be thus disputed, after it has been formally incorporated in the colony, as well as possessing a Royal Charter in England, and while the Executive continue to receive the yearly rent reserved by the agreement which forms the title of the company. The distinction drawn is, that the grant to the Duke of York was under seal, while the agreement under which the association held is *parole*; therefore, that it is necessary for the House to pass an act to confirm the title of the latter, and which the company now seek, under the assurance on their part that they are desirous of extending their operations in working the coal mines of Nova Scotia and Cape Breton, as soon as the points in dispute are settled, and their own position legally established. On the other hand it is said, that should the present unworked and unopened coal mines in the province be surrendered to the local Government under the present adjustment, which it is expected in the colony will be the case, that greater benefit will accrue to the state, than if all remained in the hands of the association; inasmuch as other companies would be formed for bringing these dormant localities into commercial activity, as respects the production of coal, and a very extensive business would be carried on, both in the colony, and by exportation to the United States and elsewhere. "It appears but reasonable, therefore," remarks a correspondent, "that in the disposal of the question of the mines and minerals, whilst faith should be kept as respects past engagements with the parties in England, care should be taken to secure the greatest possible extension, or establishment, of the interests of the colony also, consistent with the preceding claims legally and equitably regarded, as would lead to the development and increased working of these inexhaustible sources of provincial wealth. It is well to remember that the present is ours, and that it is important to improve every possible opportunity of securing the progress of the colony, and the introduction of capital and labour necessary for the beneficial advancement of its mineral and mining capabilities, thus upholding the revenues and institutions of the province by means of the use and employment of the resources which Providence has placed at command."

Altogether, the matter assumes an interest far beyond the mere dispute as to the efficiency or otherwise of the executive and staff of the General Mining Association, with which our comments began a few weeks since, though we are told the state of the directors is so large that there is the best possible security for their honest and judicious management of the

concern. It is clear that if the association does not succeed in securing its claim, or if it agree to such concessions as would tend, to a certain extent, to remove the feeling of monopoly so obnoxious in the present age, a wide and useful field for the employment of capital will be opened up; and increased benefit must necessarily accrue to the Colonial Treasury by the vast augmentation of trade generally, for it is impossible to suppose that several new coal mines could be brought into work without producing corresponding activity in the shipping and other interests more closely identified with mining industry, for export as well as local consumption. On the other hand, if the association succeed in establishing all they claim, they have promised to give greater impetus to their works, so that, be the issue what it may, it is evident that the colony must benefit by the settlement of the question, or points in dispute, between the colony and the association.

Various circumstances have occurred lately to revive the interesting, although much-vexed question of gold reduction. The extraordinary results produced by Mr. SQUIR under his process attracted much attention to the subject, and will, we understand, be followed up shortly by a commercial demonstration of the theory laid down by this gentleman; but while he has confined his operations to a small scale, others have made arrangements for bringing the reduction of all auriferous matrices before the public on an extended plan. We refer to the operations at Frodsham, in Cheshire, at works established by the Chancellorsville Gold Company, at an outlay of about 6000*l.* The details of what has been done, and the view taken of the gold question altogether, by the officials of that enterprise, will be found in another column, under the head of "Treatment of Gold Quartz."

In the statements referred to mention is made of some of the auriferous deposits in this country, and Mr. HARRIS, under whose superintendence the works are carried on, declares his conviction that Merionethshire is richer in the precious metal than any other equal area in the United Kingdom. The opinion thus publicly expressed will necessarily revive the hopes of many who have, warmly and conscientiously, supported the question of "Gold in England," but whose energies in prosecuting the subject have been paralysed by the difficulties and discouragements thrown in the way, and chiefly because the efforts made were opposed to the settled views of those who considered themselves authorities in such matters—that, in fact, all that could be known, was known, as to the production and reduction of gold.

The works of the Chancellorsville Company is for the reduction of the ore imported from their own property, but the facilities which this establishment will give for testing various productions, especially of home localities, will give an impetus to, and probably revive to its fullest extent, the question whether, by economical appliances, ores known to contain gold, but in small quantities, may not be rendered commercially profitable.

The letters by the April Overland Mail from Australia, via Marseilles, were delivered at the commencement of the week. Their dates, from Melbourne, are to the 16th. Considerable interest was felt in the political position of Victoria, and doubt existed in the minds of some as to the stability of the O'SHANNASSY Administration; but four out of the seven members of the Legislature who had accepted office in the new ministry had been re-elected without opposition, and our own correspondents were under the impression that the great popularity of the leader, and liberal spirit with which the new executive had determined to carry on the government, would counterbalance the opposition which the "red tapists" would bring to bear in the endeavour to recover their monopoly of office. The Legislature was to re-assemble on the day following the departure of the steamer for Suez, so that the May mail, which will be due here, by telegraph, on July 2, will bring important and interesting information. Not only shall we then know the general views of the Government and its chance of continuance in power, but there is every reason to believe that the policy of the Government respecting railway extension will be then finally settled. This is a subject of great moment to capitalists in this country, for a considerable sum has already been invested in Australian projects, and there is every disposition to embark largely in such undertakings. Australia, in fact, is regarded by our moneyed men as a field for safe and most lucrative employment of capital, and there is a general disgust, growing stronger daily, as respects all undertakings not identified with home or colonial advancement and benefit.

These views are fully borne out by the remarks of the *Melbourne Age*, of April 14, in its political summary for transmission to Europe, and from which we extract the following:—"The political interest of the hour," says the editor, "is centred in the position and prospects of the new ministry. The ministerial elections are finished, with one exception, and of that the result is certain; the Easter recess closes this day, and Parliament resumes its session to-morrow. Of the seven members of the new cabinet four were re-elected without opposition—Messrs. O'SHANNASSY, FOSTER, DUFFY, and HORNE. Dr. GREEVES's constituency rejected him, and elected Mr. RICHARD HEALMS in his place. Mr. CHAPMAN, the Attorney-General was unsuccessful at St. Kilda; and Mr. WOOD, the Solicitor-General, at Brighton; but the latter gentleman has appealed to the mining constituency at the Ovens, and his election, which takes place in a few days, is looked on as certain. The ministry will, therefore, meet parliament with five of their members in the Lower House, which is one more than the new Constitution Act requires. It is very probable, also, that both Mr. CHAPMAN and Dr. GREEVES will be returned by other constituencies. Mr. O'SHANNASSY has rightly resolved on maintaining his position with the force he possesses. The defeats his ministry have sustained at the outset are but temporary and fortuitous, and, therefore, perfectly retrievable. They were due mainly, if not wholly, to the superior activity of the ousted ministry and their partisans; who had, besides, the advantages of compact organisation, and the influence which a long tenure of office had given them; while, on the side of the new ministry, there was nothing except simple reliance on the support of the people. Mr. O'SHANNASSY's ministry has, of course, been industriously assailed by a portion of the press; but it, undoubtedly, possesses the confidence of the country in a higher degree than its predecessor did in its very palmiest days. And, so far as they have yet gone, the ministry have certainly given proofs both of their capacity for the business of administration, and of their integrity of purpose. Our own conviction is that they will establish themselves in power, and become more popular every day from the character of their measures."

The editor of the *Adelaide Times*—a disinterested writer of the adjoining colony, designates the O'SHANNASSY administration as

"An antipodean ministry, for while it excites surprise by its heterogeneous composition, challenges scrutiny on the score of impartiality. In respect of nationality, it embraces three Irishmen and four Englishmen; and, in respect of religion, it embraces two Catholics and five Protestants—so far 'imperial usage' has been observed. The most bitter enemies cannot be blind to the fact that O'SHANNASSY, FOSTER, and DUFFY are remarkable, beyond comparison, for their superiority in abilities and knowledge with any trio of the last ministry. In estimating the cabinet it would be unfair not to recognise the experience and attainments of Dr. GREEVES; there is no man in the assembly who so thoroughly realises the character of a practical legislator."

It appears that the consideration of particular lines of railway has merged into the general question of what scheme is best adapted to the resources of the colony, financial and otherwise. In this manner the subject is to be regarded, and evidence taken by a committee of the Legislative Assembly, immediately on the resumption of business by the House, and Mr. MOSSMAN, the representative of the Geelong and Ballarat Railway Company, is to be examined thereon. It is evident, from all we learn from our transoceanic correspondents, that the railway question will be disposed of during the session, which was fast coming to a close, as the colonists are said to be tired, to the last degree, in the feeble attempts of Government to initiate a comprehensive system, while the effort to form that, which Mr. WESTGARTH very wisely designated as a combination of extravagance and jobbery, a Government proprietorship, has disgusted them, particularly as the only line at work in the colony is that to Sandridge, under two miles long, and known as the Hobson's Bay and Melbourne Railway, the returns of which are equal to more than 650*l.* per mile per week, and the shares consequently are quoted at 34*l.* premium, on 50*l.* paid. The works of the Geelong and Melbourne are, however, represented as most creditable to the engineer and the company, and have not exceeded 8000*l.* per mile in cost of construction; but the enterprise is in a peculiar position, and to this point we refer in another article.

The February mail from England had not, necessarily, reached Melbourne, in consequence of the breaking down of the *Onida*, on its way to Suez; and the February and March letters would, therefore, be delivered on the return of the *Columbian*, due May 9, so that until then Mr. MOSSMAN could not be in receipt of the further powers and remittances sent forward by the February mail, from the Geelong and Ballarat Company, to enable that gentleman to complete terms of amalgamation with the Geelong, Ballarat, and North-Western Railway. Added to this, we find

that Mr. THOMAS, the chairman of that Company, was absent, for a short time, at Sydney, and the shareholders deferred a meeting until his return. It was clear, nevertheless, that no difficulty stood in the way of the ratification of the provisional agreement of amalgamation, entered into in England, by Mr. MOSSMAN; and as the construction of the line from Geelong to Ballarat was considered of the utmost importance in the colony, there seems no ground to apprehend the refusal by the Legislature of the Act of Incorporation; more especially, as we mentioned last week, that Mr. O'SHANNASSY would not, it was generally considered, risk his popularity, by allowing the interference of the Government in plans of railway extension, against the wish of the colonists that such matters should be left to private enterprise.

The ANGLO-CALIFORNIAN GOLD MINING COMPANY has held their last meeting; yesterday the shareholders came to the resolution of winding up the affairs of the company, liquidators were appointed, and in the course of a few months this association will have ceased to exist. Under the circumstances of the case, to our thinking, this was the most prudent course the directors could have adopted; they have made repeated appeals to the shareholders, and these have been but partially responded to; meeting after meeting has been held, resolutions were passed promising support and co-operation; these have been but idle words, the sines of war have not been forthcoming, and the consequence necessarily has been that the directors have been forced to have recourse to the steps they have now reluctantly adopted. Sir HENRY HUNTLEY was invited to attend the meeting, so as to afford some explanations as to how the property has been attached in California; a letter from him was read declining to present himself to the shareholders. The company and he, it appears, are now at issue, he claiming some amount for arrears of salary due, while, at the same time, he has rendered no satisfactory account as to how he has disposed of the funds entrusted to his charge. It must be borne in mind that the property is at present attached solely on account of a debt incurred by him; and it would only be a matter of common justice to the proprietors who have expressed such confidence in him, that some explanation how this occurred should be given to them.

It would be of little utility here to refer back to the past history of the company; certain it is that since the re-appointment of Sir HENRY HUNTLEY by the shareholders in 1854, at the time the directors intended to supersede him, matters have gone worse. The whole career of the management in California has been only famous for the futile excuses that from time to time have been transmitted to England, in order to amuse the shareholders, and lead them on to subscribe further capital; when this could no longer be obtained, the property was attached in a mysterious manner, which no one can elucidate except Sir HENRY HUNTLEY, and he refuses to afford any explanation, although he has obtained the proceeds which led to the seizure of the property by the sheriff. We by no means wish to attribute sinister conduct to any parties; the managers of these gold mining projects have had great difficulties to contend with, and at the same time they have had large sums of money to disburse. How much of this has been fruitlessly expended, and lavishly thrown away, is now a matter of history; it was always anticipated, from the high character and standing of the directors, that better results here would have been arrived at; it has, however, now followed the rest of its compeers. What may be the real value of the property it is impossible to say; probably now that the company is deprived of the assistance of the inventive genius who has condescended to preside over their destinies so long as they had any capital to spend, they will arrive at its approximate worth. We make no further comments, but we must state that Sir H. HUNTLEY's non-appearance at the meeting, after he had been invited to attend, left an impression on the minds of the shareholders that was anything but favourable to his general career as a gold mining manager in California.

Yesterday the COPIAPO MINING COMPANY held their half-yearly meeting, a full account of which appears in another column. From the report of the directors, it will be seen that although during the past six months the silver mines have not returned any profit, yet that they afford most favourable indications, and there is every prospect that, if operations are conducted energetically, great results will be arrived at. The uncertainty of silver mining is not singular to Chili. For a long period the great mines of Kongsberg, which are now so rich, were unproductive, and had they not been the property of the Norwegian Government would, during many phases of their career, have been abandoned. The same observation may likewise be applied to those old workings which have been explored so deep and continuously both at Schminitz in Hungary, and at Andreasberg, in the Harz.

According to the report of Col. LLOYD, Her Britannic Majesty's Charge d'Affaires, to the Foreign Office, there was, between 1830 and 1850 inclusive, exported from the different mines of the district of Copiapo bars of silver to the value of \$21,912,719. In this was not reckoned any of the ore, such as ruby silver, sulphurets, or antimonides, but merely the native silver, or, as it is technically called, "plata elida." In 1851, from the port of Caldera there was exported of pure silver 3,030,874 ozs., of the "plata fria" or other ores, 2,312,829 lbs.

Our space will not allow us here to enter into a disquisition of the peculiar phases under which veins of silver are found and again lost for a period in the mines of Chili. The GALLO family, now the richest in the republic, after losing the vein, had at a depth of 266 ft. again found it entirely native, and brought up masses from 100 to 1000 marcs weight. The copper mines of Checo have returned a small profit. In January last a new lode was discovered; since then it has been gradually opened, and now wears a most promising aspect, ore being produced from it to the amount of from 7 to 8 tons per fathom, of 25 per cent. and upwards; and if the returns hold as good as the present reports appear to justify expectations, this property must be considered in a most flourishing condition.

In the report of Col. LLOYD, it is stated, and the figures are given, that on 40,000 marcs of silver the charges are 136*l.* 9*s.* 6*d.*, while on the 296*l.* tons of ballast, or worthless rock, sent with it they are 4243*l.* 10*s.* 6*d.* He further states that this loss on carrying stones to England would enable 2000 tons of coal to be sent from here, for the purposes of smelting; at the same time, he mentions that this fuel can be obtained from Talcahuano (Concepcion), at from 8*s.* to 16*s.* per ton. There can be but little doubt that, if the proprietors of this association had smelted their own ore on the spot, they would long since have returned enormous profits. We could cite to them the instance of a company which, for a considerable period, has solely been producing poor ores, and had not these been reduced on the spot the concern must long since have been wound up; it is not necessary here to allude to that which has been so often dilated upon in the Journal, and never controverted by those interested—the large and grasping profits of the Swansea smelters. We will merely draw attention to the Elbe Copper Works, near the city of Hamburg; the proprietors there are enabled to make large profits, although they have to purchase their ore in South America, and obtain their coal from Newcastle and Sunderland, thus having to pay freight and shipping charges in both the ore and the fuel, and at the same time all materials are despatched from England; this ought to be enough to convince the greatest sceptic of the profits to be derived from smelting on the spot. One of the great bugbears raised by the smelting monopoly is the enormous capital required; this argument has been so often controverted, and its fallacy exposed, that it is bootless here to more than just allude to it.

Another difficulty that has been started is the repeated failures that have taken place in many of these foreign undertakings. From whence has this arisen? In many cases from incompetent superintendence: commissioners have been sent out with good names, but what have they in general been? Broken-down gentlemen, relatives of some of the board, pompous military officers, pretentious naval officers, solicitors without practice, and barristers who never held a brief. The wrong man has been in the right place, and hence the disaster. Mining and smelting by many is considered to be no profession, and if a person has a tolerable smelting of accounts he is thought, provided he has interest with the directors, or some influential person, quite capable to superintend any mining adventure abroad. The directors of the Copiapo Mining Company are practical men, and from their connection with other associations are intimately acquainted with all the bearings of the case; and the shareholders would have a guarantee from their experience that the persons whom they appointed would be practically as well as theoretically acquainted with the wants and requirements of the post they undertook, and able to carry into operation the object of their mission. We have no hesitation in saying that if smelting had been undertaken when the question was first mooted, some two years since, the furnaces would have now been in operation, and the proprietors on the eve of a dividend.

The landed estates of the company are in an improving condition. The



railroad, which is paying from 15 to 16 per cent., passes through them; and as the traffic increases, as a natural consequence, each year these would acquire greater value. The republic of Chili presents a bright example to the other states of the Spanish race, which, since their emancipation from the mother country, would appear to be always emulating their parent in civil disorder. From the time of the emancipation until the present period, the Chileans appear to have directed their attention to the development of their national prosperity; and the present returns of the custom-houses show the value of their trade; while the accounts received prove the security, both of property and life, which prevails over the whole country.

It will be seen that the Copiapo Mining Company is in a sound and healthy condition, each year increasing in value, and likely to return dividends; under any circumstances these must be shortly anticipated, we think they might have been attained before. Their extent must be diminished, so long as, instead of reaping the profits of miner and smelter, they divide them with the Swansea interest, and allow them, without any risk, to take the "lion's share."

In inference to the opinion communicated from several colonists of Victoria, now in England, we refer to an article which appeared in our last Journal respecting railways in Australia. These gentlemen assert—and support their views by the transmission of documents—that our remarks on the anticipated profit of the GEELONG and MELBOURNE RAILWAY are liable to misconception by the general public. The words alluded to are—"It is true that a large traffic exists between Geelong and Melbourne, and from this source alone it is estimated the shareholders will be recipients of 12 to 15 per cent. per annum, notwithstanding there is steam-boat competition; but when there are such auxiliaries as the line to Ballarat, and the projected Queenscliff and Geelong Railway and Port Phillip Dock Company, it is reasonable to suppose that the benefit accruing to the proprietors will be much more than the amount which is calculated upon from local traffic—indeed, it is impracticable to say the amount which may be received."

On perusal of the foregoing extract our correspondents will see that we cautiously used the expression "it is estimated," because on a former occasion, when alluding to this undertaking and its traffic, we considered it would be merely local and limited, until extensions or auxiliary lines were formed; but finding, in a document recently issued by the London agent of the company in question, that he "estimated" a return of 12 to 15 per cent., we gave insertion to the paragraph with the reservation mentioned. Our own words were, when alluding to the Geelong and Melbourne Railway—"which of itself is a mere connecting road between town and town, with water competition, would be comparatively nothing. Whereas with connecting links, such as auxiliary lines would effect, must become an investment of value and importance." The subsequent language of the London agent, which led us into this apparently contradictory position, was—"I am sanguine in the hope that the year 1858 will produce a fair working dividend of 12 to 15 per cent. on the through traffic between Geelong and Melbourne."

That the ground of this estimate is most fallacious, and, indeed, apparent; it is argued from the language of the agent himself, and our correspondents draw attention, in proof, to a memorial addressed to the Governor of Victoria by the shareholders of the Geelong and Melbourne Railway, prepared and signed here during last month, wherein it is stated "that one of the principal features which recommended the Geelong and Melbourne Company to the capitalists of England, and which, mainly, influenced your memorialists and others in supporting this enterprise, was the certain prospect of an extension of the line by Government or by a private company." In a subsequent paragraph of the same document it is likewise asserted "that your memorialists are aware that the success of their railway, and the reward of their enterprise, depend mainly upon the extension of railway communication."

Such are the opinions of the shareholders themselves of the Geelong and Melbourne Company, which, our correspondents argue, do not warrant an anticipated division of large returns from local traffic; while, in further proof of the error committed by the London agent, in his sanguine expectation of profit, they transcribe the statement of Mr. A. CLARKE, the Surveyor-general of railways in the colony, and Member of the Legislature, expressed in his report to the Government, that the Geelong and Melbourne line of railway is "generally perceived to be a misdirected enterprise, not only as regards the interests of Geelong, but those of the country generally." From all this, it is contended that our original impression was sound, and that, until extensions, or auxiliary lines, are brought to bear upon it, the Geelong and Melbourne must continue to be without those profitable sources of revenue which were looked to in the formation of the company, and which the shareholders declare to be their main source of profitable income; hence their strenuous efforts and petition to resist the adoption of any scheme of railway connecting Melbourne and Ballarat, by any other way than through Geelong; while projected undertakings branching into that line, and acting as powerful auxiliaries and lucrative feeders of traffic to it, will ensure the support of the shareholders both at home and in the colony.

#### THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

JUNE 11.—The standard at the ticketing last week, June 4, declined 7½ ls., as compared with the sale in the previous week, making a difference to the miners of 6s. 6d. per ton of ore. This is the most considerable fall in one week that has been known for a long time; and no person can travel on the West Cornwall Railway, and in other parts of the West, and meet with mine adventurers, without hearing complaints of the conduct of the smelters, and earnest wishes expressed that their combination and monopoly were overthrown. Up to April 29, fine copper was at 135½ per ton, and in about five weeks afterwards it dropped to 117½, the standard in the meantime being lowered in a more than corresponding degree. What can be the reason for this large and very rapid reduction? Advice from the manufacturing districts show that the stocks of copper in consumers' hands are unusually small, and satisfaction was on all sides expressed with the price at 126½ per ton. Why, then, should the smelters reduce to 117½ per ton, and, at the same time, make more than a corresponding reduction of the standard to the miners?

Now, it is remarkable that in June, last year, the smelters played the trick of suddenly dropping fine copper from 126½ to 107½ per ton. They did it then for the purpose of buying some large lots of foreign copper at a cheap rate, and there is too much reason to believe that they are practising the same manoeuvre now; and there is probably another reason for the present drop in the standard. It is understood that some large orders for copper for the East Indies will have to be executed in September. The ores the smelters are now buying so low will before that time be turned into copper; and as, in all probability, the present reduction of price is temporary, should copper be advanced again to 126½ per ton by that time, the smelters will then sell at a very large profit what they are now buying so cheap. These are the manoeuvres and "dodges" to which the miners will always have to submit, until they go to work for themselves, and form a miners' smelting association, under the Limited Liability Act, in which they would, no doubt, be assisted by London capitalists. To show the necessity of such a measure, I will here produce a few figures, which will exhibit the loss the miners have sustained by the capricious and selfish conduct of the smelters within the last month. The following is a contrast of the prices given by the smelters to the miners at the first sale in May and the first sale in June:—

	Tons.	Standard.	Produce.	Price per ton.	Ore copper.
May 7	3117	£145 2	6½	£7 4 6	£105 3
June 4	3700	137 7	6½	5 13 0	92 1

Here, after making allowance for the difference of produce between 6½ and 6½, there is a fall of 16s. per ton of ore in one month, so that the 3700 tons sold on June 4 would have made 29600l. more if they had been sold on May 4. Now, let us see how far some of the principal mines which sold their ores last week were affected by this fall of 16s. per ton in one month:—

	Wheat Basset sold 567 tons, which, at 16s., shows a loss of	£453 12 0
East Pool	513	410 8 0
South Frances	507	405 12 0
West S-ton	444	355 4 0
Tinscroft	435	349 0 0

The above mines would have made so much more of their ores by the amounts specified in the last column, if they had been sold a month previously. How long will the miners allow themselves to be thus over-ridden by a combination of smelters? Let the money market become a little

easier, and surely the adventurers of the above important mines, and many others in the county, will be ready to invite the assistance of London adventurers and capitalists, and form an association under the Limited Liability Act to smelt their own ores, and thus rid themselves of the smelters' unfair and oppressive practices. The Limited Liability Act would be very favourable for the formation of such an association, the operations of which might be conducted at a fair profit, and tend to prevent future jobbing for the cheap purchase of foreign ores, and to maintain steady and reasonable prices as between producer and consumer, without those extreme fluctuations which are now so much complained of both by manufacturers and miners, and which render their operations and profits uncertain for any considerable period.

The price of ore copper last week was 92½ ls. per ton, and it is observable that this is lower than the smelters would need to have it, to enable them to sell fine copper at 117½ per ton. The average difference between the price of ore copper and of cake copper, taking the whole of last year, was about 22½ ls. per ton; but, at last week's sale, the difference between ore and cake copper was 24½ ls. per ton; so that the smelters have lowered the standard 3½ more than they had need to, in order to sell cake copper at its present reduced price of 117½ per ton.

But although there is reason to complain of the smelters, and to believe that they are not acting fairly towards the miners at the present time, but are serving their own purposes for a temporary object, yet, when we turn to the corresponding sale in last year, we shall find that copper ores were then about 2s. per ton lower than they averaged last week. So that, to this extent, mining is even now more remunerative than it was at this time twelve months.

The share business during the week has been dull, and prices in many mines show a tendency to decline. South Frances is reported to be looking better than for some time past, and shares are firm at 310½. Alfred Consols, 17½ 10s. to 18½. Wheel Basset shares have rather declined. West Basset continues to look well. East Basset shares have lately been low, but it is likely to be only a temporary depression. West Seton from 300½ to 310½. Dolcoath, last Monday, paid a dividend of 7½ per share for the two months, leaving about the same balance, 955½, in hand. It was expected the dividend would have been increased, and the reason it was not was because 600½ extra was charged for new dressing-floors and machinery. The bottom of the mine, on the north part of the main lode, is very rich for tin. The 242 east is worth 100½ per fm., and the 242 west 75½ per fm. The profit on the two months was 1254½. This is one of the mines which by the terms of the lease at present pays poor-rates on the royalties, and the amount of poor-rates charged was 9½ 11s. 11d., the dues being 327½ 12s. 1d. At Boiling Well there are prospects of a good mine, which the adventurers well deserve their perseverance. In consequence of the pumps having been drawn up to some extent in Consols, the water has risen to about the 170 fm. level, but it is stated that the water has had no effect on the adjoining mines, St. Day United, as some persons apprehended it would have. The machinery of Consols will be sold, and is valued at about 8000½; and as the East Wheel Rose engines, &c., will also come into the market, it may be expected that the prices of machinery, pitwork, &c., will somewhat decline. At the Great Wheel Busy, the managing agent deserves credit for pushing on the work so actively. At North Busy, an improvement is reported. Wheel Margery shares are flat, but will, no doubt, rise again in a few months. Rosewarne shares have rather declined. Shares have been purchased in Wheel Edward at 6½ and upwards. At Cargoll the prospects are good, and the mine continues to produce a considerable quantity of ore. Great Hewas tin mine is in an improving state, and the mine is actively prosecuted, with efficient machinery. The fall of tin, 6½ per ton, will make a considerable difference to tin mines, but the decline, there is reason to believe, will be only of a temporary nature.

The annual meeting of the East Cornwall Agricultural Society was held last week week at Licknell. About 170 farmers dined, and Lord Vivian presided. Mr. Kendall, M.P., was present, but said nothing about the rating of mines. It is stated that evidence is to be received by the Mines Rating Committee only with regard to rating the royalties of mines. But this pretension is a perfect farce, for the adventurers, and not the lords, will, in the end, have to bear the burden of the tax. It is true the impost will not ruin mining, but that is no reason why it should be tamely submitted to. The pursuit of mining is of such a character that it ought to have every possible encouragement, and a tax in the shape of poor-rates must have a tendency to its discouragement. The committees appointed by the miners last year, in London and in Cornwall, must meet and consider what they had better do, under the circumstances, for the defeat of the rating measure. If they are not active the bill will be introduced, and pass easily, in consequence of their supineness. If, however, it should be thought that some kind of rating is likely to be imposed on mines, the committees should at least urge that the rating ought in justice to be levied in a much less ratio on the royalties of mines than on the rentals of estates, because the former are only a temporary, whilst the latter are a permanent source of income; and the latter being of more value ought to bear a higher proportion of annual rating. Every day that a mine is worked its riches are taken away and cannot be replaced; but the productiveness of an estate continues so long as it is cultivated. This may be urged in mitigation of the rating of mines; but the true friends of mining go further than this, and contend that it is impolitic to rate that branch of our national enterprise in any degree whatsoever.

#### REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

JUNE 11.—We have nothing new to notice in the position of the Iron Trade this week. The mills and forges are generally well employed, and the demand for manufactured iron continues steady, both for home consumption and for export. The requirements for railway ironwork are very great, and there is every prospect of a continuance. The prospects of the trade are generally very healthy.

The Coal Trade is rather more active in Yorkshire than we noticed in our last, but the position of the Derbyshire trade is somewhat unaltered. South Yorkshire has the advantage of a good navigation, and of greater facilities for export by rail than Derbyshire; and these benefits have not been allowed to lie dormant by the coalowners of South Yorkshire. The construction of the South Yorkshire Railway was the first decisive step to develop the coal resources of that mineral field, and, since its opening, collieries have grown up on its iron path in all directions, until the yield has increased three and fourfold. At the present time there is a considerable demand for export to Grimsby, and more recently to Liverpool, the object being to supply the vessels in Liverpool with a coal suitable for the purposes of steamers. The Derbyshire trade has rapidly progressed, and the excellent quality of the coal is such as to command a ready market. The West Staveley Company, and the Staveley Works, send daily (the latter especially) very large supplies of coal to the southern towns for gas-making purposes.

The South Yorkshire coal trade is rapidly developing itself. The coal proprietors of this district have lately been giving their attention to plans which are being matured for extending their trade to Liverpool by sending their coals to that market for export (which has already so much benefited the neighbourhood of Wigan, Bolton, St. Helens, and North Wales), and with that view they have already held meetings at Liverpool and Manchester, and have decided in future to hold their meetings quarterly at the latter place, that being considered the most central for the South Yorkshire coal proprietors and the Liverpool merchants. The result is that South Yorkshire coal is already exported from Garston, on the Mersey, and from the various trials that have been made it gives great satisfaction. The space taken up in vessels by some kinds of coal, which are obtained from North Wales and Lancashire, is so considerable as to render them very objectionable for the use of steam-packets compared with the South Yorkshire steam coal, the heating properties of which are concentrated in so much less space, and there is every probability that it will supersede much of the coal hitherto used in that market. The coal owners have also in contemplation the exportation of the celebrated Silkstone and Flockton coal which is so much liked. The prospects of the South Yorkshire district are most encouraging, not merely from the opening up of new markets, but from the fact that there are little or no stocks at present on hand—a circumstance which is very unusual at this season of the year.

The mineral wealth of North Derbyshire is now attracting greater attention than usual to the prospects of increasing the means for developing it. There is a large demand upon the county for its lime, and a ready market for lead. The Eyam Company's mine is looking well and yielding great results. Within three months the shares have advanced from 26½ to 62½, and there are no sellers under something like 70½. The committee

of the North Derbyshire Mining Company met at Calver, on Wednesday evening, to settle the terms of an agreement with the agents of Colonel Leslie, the owner of the land adjoining the Calver Sough Mine, for the purpose of obtaining the right to open the old level at Calver Sough, and to take the tenancy of the Calver Mill. The agreements were made on reasonable terms and finally settled; and now the company are in a position to commence immediately at Calver Sough and to open a low level, by which it is very probable that the mine will be entirely unwatered, without the aid of water or steam-power. Several of the committee and shareholders went down the Wren Park shaft and inspected it; the water is out, and samples of ore were brought out of the mine of a very favourable character. There are no less than four distinct positions in the mine where the vein has been cut and where the miners will proceed to get ore forthwith. The Peak United shares have improved, and the prospects of the mine are somewhat improved.

Five boys and one man were injured, and two horses killed, by an explosion of fire-damp at the West Hallam Iron-Works. Mr. Hedley has directed some changes in the ventilation.

#### THE IRON AND COAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN WOLVERHAMPTON.]

JUNE 12.—As the quarter advances towards its close, as usually happens, the Iron Trade experiences a slight falling off in activity, but not to an extent to lead to apprehension that present rates will experience a reduction at quarter day. The absence of speculation and the lowness of stocks generally, arising from the necessity everyone feels at the present juncture to limit operations as far as possible, make it pretty certain that a steady demand for iron must continue, especially as almost all the many enterprises which are in prospect will require a large amount of iron for carrying out. Railways, water-works, and steam vessels all need a large supply of this article, and no fears are entertained of any decline in the present demand. The state of the trade is decidedly healthy, the district is very free from rumours prejudicial to the credit of men of business, and engagements are stated to be very promptly met. The orders from America do not appear, as yet, to have received any stimulus from the reduction in the tariff, which comes into operation on first of next month. There is a fair demand from the States, but no recognisable difference as yet, since the reduction was resolved upon. The expectations of further reductions in France have been disappointed. The protected interests there—the manufacturers—appear to have shown so decided an opposition, which was fully represented in the Legislature, that the Emperor, who has given many indications to show that he is in heart a free-trader, appears to have yielded rather than provoke a contest with the large employers of labour. The free-trade party, however, with Chevalier at its head, is active and able, and will, by the force of its intelligence, doubtless succeed, in the course of time, in allaying prejudice and dissipating the delusions which prevail on this subject.

The Coal Trade is less brisk than it was, but prices remain unaltered. In the general hardware trades of the district a degree of quietness prevails, but a steady business is being done. The makers of tin and japanned goods are well supplied with orders. No intention appears to exist of reducing the price of tin goods, in consequence of the reduction in tin declared last month. The last advance was considered insufficient to meet the previous advances in the price of the raw material, and a slight further rise in tin would have led to another advance in manufactured goods. Whether prices will remain as at present after the Dutch sales next month is also a matter of doubt. The fall in copper will enable the makers of brass goods to lower their prices, and this will, doubtless, tend to give renewed animation to these trades, but the uncertainty which these sudden changes occasions is very prejudicial to manufacturers.

James Breeze, a charter-master at a colliery at Tunstall, has been fined for neglect of duty, owing to his having been intoxicated. A fatal accident occurred on the day in question which his presence might have prevented. Mr. Wynne, the Government Inspector, and the agent of the proprietors of the colliery promoted the prosecution.

A serious accident, causing considerable injuries to four men, and which it is feared will prove fatal to another, occurred this day week, at some extensive warehouses recently erected in this town by Messrs. Perry and Sons, tin manufacturers and japanners. An iron girder, which supported the arches of an upper floor, broke, and the floor consequently fell upon another floor similarly supported, which also fell, and the unfortunate men were precipitated, with the brickwork of the arches supporting the two floors, the height of two stories. The girder which broke first was evidently defective, and, strange to say, it had been put in to replace another which had been pronounced defective. If the man who was injured dies, as is anticipated, a searching enquiry into the matter will be made.

#### STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

JUNE 11.—The market for stock and shares was rather better this week in tone, but the price was influenced by the settlement of the monthly account, which caused a fall under London quotations. Both the mining and railway markets were better; the Mining Company of Ireland shares advanced 7s. 6d., and Wicklow Copper shares 1½ 10s.; the half-yearly meetings of these companies will be held the beginning of next month, and the report it is expected will be good. The following are the latest quotations:—Consols, 92½; New Three per Cents., 92; Hibernian Bank, 32; National Bank, 36½; Royal Bank, 22½; Mining Company of Ireland, 16½; Wicklow Copper, 30½; Cork and Bandon Railway, 10½; Belfast Junction, 42½; Dublin and Wicklow, 6½; Great Southern and Western, 104½; Midland Great Western, 51; Newry and Warrenpoint, 5½; Waterford and Limerick, 22½.

A petition came, a few days since, before the Master of the Rolls, to wind-up the Irish Waste Land Improvement Company. The petition has not been as yet granted.

The Hibernian Bank of Ireland have declared a dividend of 6 per cent. on the half year, and are about applying to Parliament for power to become a bank of issue.

At the Royal Dublin Society meeting, on Saturday, several matters of high scientific interest were brought forward for discussion. Mr. W. Anderson read a deeply interesting paper on Irish Iron Ores, especially those of the county of Leitrim, and exhibited a specimen of crystallised cast iron from Crevealea, in that county. Mr. Anderson said, "Being anxious to test its quality, I caused two test bars to be made, 4 ft. 6 in. long and 1 in. square, and loaded these in the middle till they broke. The same experiment was tried with a mixture of half Scotch and half Irish; the following was the result:—Crevealea, 623 lbs.; ditto, 578 lbs.; mean, 600½ lbs. Mixture, 554½ lbs.; ditto, 524½ lbs.; mean, 539½ lbs. Out of a list of 51 varieties of iron, given by Mr. Fairbairn in his work on cast and wrought iron, not one gave so high a result, the strongest iron only carrying 567 lbs. The specimens on the table are Bowling, Apidale, Blair, Crevealea, and hematite, and a close examination of the fractures will show how very near is the resemblance between the best English iron and the Irish specimen. The order of their specific gravities is—Bowling, 7.25; Crevealea (Irish), 7.09; hematite, 7.09; Apidale, 6.89; Scotch, 6.82. With this Irish iron of a density inferior only to Bowling and Devon—a tenacity superior to all—a closeness of grain and structure, so nearly resembling what we know to be the best iron that England can produce, would it be rash to hope for the very highest results from a vigorous application to this source of wealth in our island?" Mr. Anderson expressed a hope that the tide would soon turn in Ireland, and that we should soon be exporting, instead of importing, iron into this country. It was remarked at the meeting that the iron in Queen's County and Leitrim was excellent, but that specimens from a mountain of iron in County Cavan, near Lough Gorona, contained so much silica as to deprive it of value.

The report from Mr. Clement, which appeared in the last Journal, is calculated to enhance the West of Ireland scheme in public estimation, as Mr. Clement's long experience and great practical knowledge give weight to any report coming from his pen. Mr. Anderson's paper, which I have quoted above, is sufficient proof that the West is not barren of mineral wealth; and a company, like the West of Ireland Company, properly established and honestly carried on, will not fail to confer advantages on the country, the value of which cannot now be fully appreciated.

The sales in the Encumbered Estates Court, for last week, reached 78,000l. The land to be sold this month will comprise 83,000 acres, with a gross rental of 15,000l. per annum.

The Dublin Chemical Society possess some specimens of the slicken-slides, referred to by Mr. Henwood, in last week's Journal; and a friend, who I anticipate will supply useful data, states that they exist in some quantity in Donegal.



## MINING AND COMMERCE IN THE UNITED STATES.

BOSTON, MAY 22.—First class acceptances have been discounted during the month at 8 to 9½ per cent., and are now held at 7½ to 8. Good endorsed notes may be quoted at 9 to 10; single name paper is in less demand, and rates rule from 10 to 15 per cent. Money on call is abundant at 7 to 10 per cent. Exchange on London is 9½ per cent., or \$1.87 the pound sterling.

MINES.—The favourable accounts received from Lake Superior have given an upward tendency to these ventures. The following excellent remarks from your Mining Journal, intended for the mining interests of Cornwall, are equally applicable to those at Lake Superior:—"While in a few instances the productiveness of the mines is such as to warrant expectations of their being remunerative, it cannot be denied a great amount of deception and false promises has been practised. This does not apply to all of the class. We know many most honourable men in the profession, whose word is beyond doubt, whose opinions are worthy every respect, and if they are it is not by design, but by misadventure. We see nothing in the mining business to fear, but everything to encourage. We therefore, with confidence, advise our capitalists to be only careful in the selection of their purchases to rely on a perfectly legitimate investment."—Ingot copper sells at 27½ to 28 cents, four months.

PITTSBURGH AND BOSTON.—The returns for March were 134 tons. The mine promises well in every part. The stock is firmly held at \$300 per share; but few shares could be bought at a considerable advance over this price.

MINNESOTA.—The stock has advanced to \$170 bid, an improvement of \$15 per share for the month. The yield for March was 164 tons. The following is an interesting extract from the resident agent, received in his letter, dated April 10:—"We shall do much better in April, as we are now beginning to realize largely from the large masses recently thrown down in the mine. We have only been able to bring about 30 tons from the first large mass into the March account. It is so large and thick that considerable cutting must be done before we can get much advantage from it, but henceforth we shall be able to get it out much faster, having now got a fair start. We shall also get a part of the mass near No. 6 shaft into our April return. We now think that our previous estimates of the amount of copper in sight (1500 tons) at the mines were moderate, and will be fully realized at least. We have now on hand above 950 tons of mineral, 600 of which are already at Ontonagon (the mouth of the river), and the balance ready to go down the river as soon as open." From the above statement it will be perceived the prospects are bright for large monthly returns of copper throughout the summer. The mass copper now in sight throughout the mine probably equals in amount the total produce of the year 1856.

ROCKLAND.—This stock has advanced to \$60 per share. The yield for March was 21 tons, without stamp work. The agent alluded to above remarks:—"We shall do much better in April, as we are now using the stamps again, and there is more stamp work on hand than this time last year. Much more ground is now opened, and the vein generally looks well, and promises fair to be productive, especially in the eastern part of the works. In extending the adit drift west towards No. 2 shaft, we find the vein there improving. We are looking for improvements also, that may give us a good vein as we get depth and length on the south side."

SUPERIOR.—Sales have recently been made at \$124 per share. The stock is held principally by investors. There is no change to notice in the work at the mine. The work laid out must be accomplished before any test of the value of the vein can be had. There has been considerable interruptions to the works from surface water which has become so troublesome from the melting of the snows that the sinking of all the shafts had to be suspended for a time. Early this month the water will be drained and ventilated so that operations can be resumed and regularly prosecuted.

FLINT STEEL.—The stock has advanced from \$5 to \$8 per share during the month, and like the Superior, is held for investment. Recent indications at the mine warrant the belief that very favourable results will be made during the summer. This mine has been troubled of late with water from the surface, but the trouble is now overcome.

## THE IRON TRADE—THE "WARRANT" SYSTEM.

The unsettled state of the Glasgow Pig-Iron Market, noticed in our last Journal, it appears from the fact that an important action was pending between Messrs. Bailey, Brothers, and Co., of Liverpool, and Messrs. Connal, of Glasgow, both firms of repute in the iron trade, as to the right of issuing warrants for iron not actually received and stored by the party issuing them. From a detailed report given by the Glasgow Mercantile Advertiser, it appears that the pursuers obtained, in May last, an interim interdict against the defenders, on the hearing of a petition which set forth that at one time a system prevailed in the iron trade of buying and selling in market upon what are termed "market scrip"—an ordinary undertaking by iron manufacturers to deliver a certain quantity and quality of iron, at a specified price, to the holders of the documents. This system proving inconvenient, it was agreed by the trade that the principle applied in the case of dock warrants should be substituted for the "scrip," on the understanding that warehousekeepers, issuing such warrants, should deal only with iron actually in their custody. The pursuers considered that they, and others in the trade, were prejudiced by the issue of warrants, by defenders, for iron beyond the quantity in their stores, thus creating a fictitious stock.

The defenders explained that the trade had never come to any agreement about substituting documents on the principle of dock warrants, and that the documents issued by them were not warrants, but obligations to deliver on demand certain quantities of iron of a particular quality, but not any special parcel; that to facilitate transactions they had been in the practice, with the knowledge of the whole trade, including the pursuers, of issuing such obligations when the iron was in course of delivery into their stores, although the delivery was not actually completed. That it was usual in practice for a dealer to send them a maker's obligation to deliver on demand a certain quantity of iron, and request them to take delivery and store it; and occasionally, "warrants" when the iron was in transit, and before they had in their actual possession all the iron which they were ordered to take delivery of. These warrants do not acknowledge that they have actually received delivery of the iron, or that any particular parcel of iron has been laid aside in their store, as represented by any particular warrant, but only acknowledge receipt of an order of delivery upon a maker, and an obligation to deliver, when required, f.o.b., a certain quantity of iron. The defenders maintained that they were entitled to such warrants, and that the pursuers could not prevent them doing so; although they personally would be quite ready, and would prefer adopting the principle of dock warrants in future if the trade approved of it.

Mr. Sheriff Steele, in his judgment, held that the circulars issued by defenders stated, at least by the clearest implication, that the iron for which they issued warrants was actually in their stores. In Feb., 1856, the pursuers corresponded with the defenders, to ascertain whether their warrants, then in circulation, represented iron actually in their yards, and the defenders then took pains to satisfy the pursuers that all their warrants were regular. They issued a circular to that effect, and nothing had since been said to contradict it. It is no answer to the pursuers' demand for redress, to offer them (as the defenders did) instant delivery of the iron, or that any *prima facie* evidence of the document produced, the pursuers were entitled to the interdict. The pursuers, however, were bound to give undoubted security to the defenders, against loss or damage, the evidence being *prima facie* only; but he found that the defenders did not require security. He would grant the interdict as prayed for; but was proper to explain that he had no reason to suppose that any purpose of fraud was contemplated. He had no doubt that the defenders had been acting with perfect good faith, and from a desire to be accommodated with them. But the doing so was bringing forward iron to be afterwards stored with them. But the doing so was clearly a breach of the understanding upon which they had dealt with the pursuers, and led them to rely on the integrity and, as it were, the purity of the iron warrants in question.

UTILISATION OF METALLIC MINERALS.—Every day demonstrates that we are lamentably deficient in this most important element of metallurgical science, though we admit considerable progress has been made. The French and German chemists most decidedly take the lead of our savants in this department, though the English miner is confessedly superior to the foreigner. By reference to p. 408 of the Journal of last week, a most interesting, novel, and important paper, on "New Uses of Manganese," may be read, showing this well-known mineral under wholly new phases, which very probably will lead to its extensive introduction into our manufactures. This discovery appears mainly to have been brought about by finding the practical method of reducing aluminium, and a series of experiments to prove the effects of its qualities and combinations. So surely does one experiment lead to another, that we are glad to chronicle any original communications on such subjects, be they only apparently trifling, for even the merest embryo frequently leads to great results. It will have been observed that of late we have had many applications from consumers of manganese as to where the best ores are to be procured. This has induced several replies, which we have published from time to time. It is well known that large quantities of manganese were at one time raised in Devonshire and East Cornwall. The Devonshire was reckoned to be very good, and realised a remunerative price. On the repeal of the duty, the manganese ores of Germany could be so cheaply imported that the mines in this country were abandoned. One great cause was the difficulty of separating the ferruginous matter with which our west country mineral was debased. It seems probable, now that the ore can be so easily refined and made into metal, its oxides or other combinations may be easily effected, and their qualities, by being wholly freed from impurities, wonderfully improved, to the great advantage of the manufacturer, who has now some difficulty in procuring a really good, genuine article. This discovery should stimulate our manufacturing chemists to the utmost, as they may again restore the trade that has slipped from our shores. There is abundance of manganese to be raised in Cornwall and Devon, if the chemist can but purify it of the small quantity of iron it contains; so fatal is this mixture to the bleaching properties of manganese, that the smallest portion is ruinous. Now that this mineral has so much advanced in value, and the demand so rapidly increased by the extension of our manufactures, it is well worth while to give the matter their most serious attention, and to direct all their skill and ability to its development, concerning us all as it does, as well in a national as a personal point of view.

LUBRICATING THE CYLINDERS OF STEAM-ENGINES.—Mr. Thos. Walker, of Balderston, provisionally specified an improved method of lubricating the interior of the cylinders of steam-engines for reducing the friction of the pistons thereof. The principal feature in this invention consists in the use and employment of certain parts of the apparatus described by Mr. Samuel Fielding in his patent of April, 1855, for the purpose of raising, instead of conveying the oil with the steam before it enters the cylinder of the engine, instead of conveying the oil to the piston and other parts, as therein stated—the object being to diffuse the lubricating fluid more uniformly over the entire inner surface of the cylinder.

## DISTILLATION OF SPIRITS—NEW PROCESS.

A company is being established for the purpose of distilling spirits from beetroot and mangold wurtzel, and which promises considerable advantages to the agricultural interest of the United Kingdom. Hitherto, distillation from mangold wurtzel and beetroot has been prohibited under the present revenue laws, but the Government, feeling the importance of the undertaking, which has been in successful operation in France for some time, have granted twelve licences to Messrs. Dray, the eminent agricultural implement makers, to work Mons. Leplay's patent in this country. Amongst some of the advantages of the scheme, it is worthy of remark, that the pulp, or residue, of the beetroot or mangold wurtzel after distillation has been proved to be admirably adapted for the manufacture of paper.

To commence operations, the company have secured an estate of 76 acres of freehold land, about half a mile from the Minetey Station, on the Swindon and Gloucester Railway. We are informed that the land has been pronounced by eminent agriculturists to be peculiarly calculated for the growth of beetroot and mangold wurtzel, and the works and distilleries will be erected on the property. The estimated capital of the company is £11,000, and, according to the estimates made, the profits will be nearly 50 per cent. per annum. Many thousands of gallons of beetroot spirits, paying a duty of 15s. a gallon as foreign spirits, are imported annually from Belgium for the use of perfumers and aromatic spirit makers, and it is proved, on the highest chemical authority, that the residue, or pulp, is of more nutritive value for feeding cattle, and will be readily purchased by the farmers.

It is estimated that at the works to be erected 3000 tons of beetroot may be distilled in 150 days, and it has been found in practice that good beetroot and mangold wurtzel produce above 15 gallons of proof spirit to the ton. The prospectus states that Messrs. Dray have established such a distillery at Farningham, in Kent, and have proved the value of the residues after distillation by fattening and feeding a large number of beasts and sheep thereon, and during the lambing season they fed 200 ewes principally on the residues; it has also been found to be exceedingly valuable for feeding milch cows. There is every reason to believe that the establishment of such a distillery will be of immense advantage to the two counties of Wilts and Gloucester, and that the agriculturists supplying the beet and mangold will readily take the residues for feeding; the company, however, will always keep some cattle to feed on the residues.

We are informed that numerous applications for the shares have already been made by agriculturists, who will have the preference of allotment.

## THE COAL TRADE.

The following is a statement of the delivery of coals, &c., in the port of London during the month of May:—

	Ships.	Tons.		Ships.	Tons.
Newcastle	240	78,461	Blyth	5	2,040
Seaboard	119	28,697	South	5	756
Sunderland	132	33,218	Welsh	59	16,891
Middlesbrough	5	1,024	Yorkshire, &c.	34	2,896
Hartlepool & West Hart.	133	45,275	Dorset, small, & cinders	4	1,011

Total ..... 780 ..... 230,269

Total imported in May, 1856 ..... 235,813

Comparative Statement of 1856 and 1857.

Imported from January 1 to May 31, 1856 ..... 1,311,114 tons.

Imported from January 1 to May 31, 1857 ..... 1,274,116 "

Decrease ..... 332 ..... 36,998

## THE RAILWAY COAL TRADE.

Monthly statement of coal and coke brought by railway and canal within the London district, during the month of May:—

Railways.	Tons cwt.	Railways.	Tons cwt.
Great Northern	52,721 9	Great Western	4,112 0
North-Western	45,530 4	South-Eastern	1,311 14
Eastern Counties	9,964 10		

Total by railway in May, 1857 ..... 116,639 17

Coals by railway in May, 1856 ..... 97,480 10

Coals by canal in May, 1856 ..... 2,094 5

Comparative Statement of 1856 and 1857.

Coals by railway from January 1 to May 31, 1857 ..... 542,253 7

Coals by railway from January 1 to May 31, 1856 ..... 517,989 12

Increase in the year 1857—railways ..... 24,263 15

Coals by canals from January 1 to May 31, 1857 ..... 12,264 15

Coals by canals from January 1 to May 31, 1856 ..... 11,314 10

Increase in the year 1857—canals ..... 950 5

RAILWAY TRAFFIC.—The Traffic Returns of the Railways in the United Kingdom for the week ending June 6, amounted to 515,334, and for the corresponding week of 1856 to 457,456, showing an increase of 64,878. The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 213,621, and for the corresponding week of last year to 195,856, showing an increase of 16,765.

The increase on the Eastern Counties amounted to 5680; on the Great Northern to 1661; on the Great Western to 1432; on the London and North-Western to 2486; on the London and Blackwall to 239; on the London, Brighton, and South Coast to 310; on the London and South-Western to 200; and on the South-Eastern to 1737; total, 16,765.

The receipts on the other lines in the United Kingdom amounted to 301,713, and for the corresponding period of 1856 to 233,600; showing an increase of 48,113. In the receipts of these lines, which added to that on the metropolis lines makes the total increase 64,878, as compared with the corresponding week of 1856.

IMPROVEMENTS IN LOCOMOTIVES.—Mr. Victor Renault, of Bordeaux, has patented some improvements in regulating and directing of steam escaping from the cylinders of locomotive engines. Forked escape pipes are fixed in the cylinders, and by being mounted on parts to be controlled by slides or by other guides, by simply moving a swing valve, the steam is caused to pass, from one or both cylinders, up the flue, or on the outside of the flue, but within the chimney. The draft and consumption of fuel can thus be regulated to the greatest nicety.

RAILS.—Mr. H. Bossemer, Queen-street-place, has patented some improvement in the manufacture of rails, railway bars, and axles, which consists in forming the bar of different qualities of metal. Good malleable iron is rolled and placed in the centre of the ingot mould, into which some of Mr. Bossemer's refined iron, neither puddled nor cemented, is poured. The part of the rail upon which the wheel runs being always of the patent metal.

LIGHTING AND VENTILATING RAILWAY CARRIAGES.—Mr. W. J. Curtis, Sebbon-street, Islington, has patented some improvements in lamps for railway carriages. The principal feature in the invention is the admission of the air necessary to support combustion from the interior of the carriage. The heated air is conducted along a tube at the top of the carriage, and passes out through a cowl.

RAILWAY CHAIRS.—Mr. J. Jobson, Litchurch, Derby, has suggested a modification of his machinery for producing moulds for casting railway chairs, patented November 23, 1855. In his former invention the patterns were de-ribbed with sliding pieces, by withdrawing which recesses were left, into which other movable pieces were caused to withdraw, so as to admit of the mould being removed from the pattern. These movable pieces were shown as being controlled or guided, by turning upon pins or by being mounted on parts to be controlled by slides or by other guides, or so arranged that the movable pieces may be made to withdraw in various directions, as required. When an overhanging part or lip is required on the jaw of the chair, such part is withdrawn into a recess in one of the movable parts of the pattern, and then they are withdrawn together.

RAILWAY SIGNALS.—Mr. W. H. Moore, Wenlock-place, City-road, proposes to arrange an apparatus in connection with a line of railway, so that the passage of a train by acting on suitable instruments raises a stump, which, if another train passes, comes in contact with instruments in connection with the whistle of the engine, so as to cause the same to sound. The stump, when raised, is retained in position for a suitable time, which is regulated by the escape of air, water, or other suitable substance through a small orifice, and the stump is raised, and the whistle blown, as the stump is raised a visible signal is also brought up, and this visible signal gradually descends as the air or other substance escapes from the regulating vessel before mentioned, so that the position of this signal indicates the time which has elapsed since the passage of a train along the line.

DETROIT AND MILWAUKEE RAILWAY.—A company is in the course of formation for continuing a railway to Milwaukee, state of Michigan, United States of America. The railway is at present in operation from Detroit to Owasco, 78 miles, and a further section to Ionia of 30 miles, of which 35 miles of the permanent way has already been laid, will be opened by July 1 next. The incomplete portion of the line is under contract to Mr. George Wythes, of Reigate, who has been vigorously prosecuting the works since August last, and the whole will be finished during the course of the present year; the total length being 185 miles. The amount expended for the work already executed exceeds \$5,000,000. The line commences at Detroit, the western terminus of the Great Western Railway of Canada, and extends to Grand Haven, on the shores of Lake Michigan, and opposite to Milwaukee. By an Act of Congress, the general Government of the United States, granted to the State of Michigan, between three and four millions of acres of land, to aid the construction of railways in that state. The company have decided upon increasing their capital, by appropriating 50,000 acres of the lands, as a bonus upon the issue of 20,000 free land shares of \$50, or 100 cts. sterling per share, equivalent to 2½ acres of land per share; and such shares will also be entitled to a participation in all the profits of the line, in common with the other shares; and to interest from the date of the several calls, until the line is opened, at the rate of 7 per cent. per annum, payable in London half-yearly. When the traffic is fairly developed, the directors of the Detroit and Milwaukee Railway, estimate a yearly net revenue of \$700,000, which will be sufficient to meet interest charges on debentures, and to pay a dividend at the rate 12 per cent. per annum on the entire share capital of the company.

## THE NORTH BRITISH AUSTRALASIAN COMPANY.

—Notice is hereby given, that the ADJOURNED ANNUAL GENERAL MEETING of the Shareholders of the North British Australasian Company will be held at the London Tavern, Bishopsgate-street, London, on Monday, the 23rd day of June instant, at 1 o'clock in the afternoon, for the purpose of receiving the Report of the Committee of Investigation on the Position of the Company's Affairs, and for the transaction of the business of the Annual General Meeting.

By order, DAVID BUDGE, Sec.  
6, Queen-street-place, London, E.C., June 13, 1857.

SPELTER REDUCTION.—WANTED, a PERSON, thoroughly acquainted with the Silesian method of reducing zinc from its ores, to take the PRACTICAL MANAGEMENT of a SPELTER WORKS.—Address, by letter only, in the first instance, stating qualifications, and where last or now employed, to "W. H." Post-office, Swansea, South Wales.

LEAD SMELTING.—WANTED, a PERSON PRACTICALLY ACQUAINTED WITH SMELTING LEAD on the most approved system, in all its departments, and competent to undertake the entire charge of the works. References for competency and character indispensable.—Applications to be made by letter (free) to Mr. J. HARRISON, care of Mr. Everett, 78, Old Broad-street, London, E.C.

RAILWAY WAGONS.—TO LET, OR FOR SALE, TWO or THREE HUNDRED well built, nearly new COAL WAGONS, to run upon narrow gauge railways.—Full particulars of GEORGE RICHARDSON, 10, Craig's-court, Charing-cross.

TREDINNICK'S LIST OF PRICES OF BRITISH MINES, RAILWAYS, BANKS, &c., published weekly, and forwarded by post at a charge of £1 ls. annually. Fluctuations in market value faithfully recorded, with Comments on the progress of Dividend and sound Progressive Mines. Gresham House, Old Broad-street, London.

WEST END MINE AND QUARRY OFFICES, 5, WATERLOO PLACE, PALL MALL.

MESSRS. BRUNTON AND CO., ENGINEERS AND MINERAL SURVEYORS, undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT THE LONDON AGENCY of all MINERAL PROPERTIES in their offices with system, economy, and regularity.

Messrs. Brunton and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—Accounts systematically and closely made up. Statements in detail, and clear summaries of finance and expenditure. Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract. Immediate communication of any important occurrence to the shareholders. MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

## DETROIT AND MILWAUKEE RAILWAY.

STATE OF MICHIGAN, UNITED STATES OF AMERICA.

ISSUE OF FREE LAND SHARES.—20,000 shares, of \$50, or £10 5s. each.

TRUSTEES IN ENGLAND FOR THE FUNDS DERIVED FROM THE FREE LAND SHARES. ROBERT GILL, Esq., President of the Great Western Railway of Canada. ALEXANDER BEATTIE, Esq., Director of the Great Western Railway of Canada. Rear-Admiral J. M. LAWS, Director of the Great Western Railway of Canada. WILLIAM GOVAN, Esq., Director of the Great Western Railway of Canada. THOMAS CULLEN, Esq., Director of the Great Western Railway of Canada.

DIRECTORS IN THE UNITED STATES.

Honourable H. N. WALKER, Esq., President.

HENRY LEDYARD, Esq., Detroit. A. A. BRUSH, Esq., Detroit.

N. P. STEWART, Esq., Detroit. W. M. MCNEILL, Esq., Pontiac.

H. P. BALDWIN, Esq., Detroit. H. P. YALE, Esq., Grand Rapids.

B. WIGHT, Esq., Detroit. E. B. WARD, Esq., Detroit.

R. Higham, Esq., Detroit.—ENGINEER.

A. H. ROOD, Esq., Detroit.—TRAFFIC SUPERINTENDENT.

C. C. TROWBRIDGE, Esq., Detroit.—SECRETARY AND TREASURER.

TRUSTEES FOR THE CONVEYANCE OF THE LANDS.

Hon. ZACHARIAH CHANDLER, United States Senator.

JOHN OWEN, Esq., President of the Michigan Insurance Bank, Detroit.

ALEXANDER H. SIBLEY, Esq., Detroit.

CHARLES J. BRYDGES, Esq., Hamilton, Canada West.

BANKERS.—London Joint-Stock Bank, Princes-street, London.

Messrs. Duncan Sherman and Co., New York.

Michigan Insurance Bank, Detroit.

SOLICITORS.—Messrs. Rixon, Son, and Anton, 38, Cannon-street.

LONDON OFFICES.—13, KING'S ARMS YARD, MOORGATE STREET.

This railway is in operation from Detroit to Owasco (78 miles) and a further section to Ionia of 30 miles, of which 35 miles of the permanent way has already been laid, will be opened by the 1st July next. The incomplete portion of the line is under contract to Mr. George Wythes, of Reigate, who has been vigorously prosecuting the works since August last, and the whole will be finished during the course of the present year; the total length being 185 miles. The amount expended for the work already executed exceeds \$5,000,000.

The line commences in Detroit, the western terminus of the Great Western Railway of Canada, and extends to Grand Haven, on the shores of Lake Michigan, and opposite to Milwaukee, to which city, by a short and safe steam-boat communication, the connection will be completed by the shortest route from New York and Boston, across the sea-board of the Atlantic, and from Montreal, Quebec, and the St. Lawrence River, by the Great Western and Detroit and Milwaukee Railways, to the various lines now in operation radiating from Milwaukee to every point of the Mississippi River.

By an Act of Congress, the general Government of the United States granted to the State of Michigan between three and four millions of acres of land to aid the construction of railways in that state. In the session of 1856, the legislature of the state of Michigan conceded so much of this grant to the Detroit and Milwaukee Railway Company, as is situated adjacent to the line to the extent of 53,500 acres, free from all taxation during seven years, and also sanctioned the issue of shares of sterling money, with permission to register and transfer such shares, and to pay dividends and interest upon them in London.

A further concession of an additional large tract of land will, it is expected, be also granted to the Company, in which the shareholders under the present prospectus will participate in common with the ordinary Detroit and Milwaukee shareholders.

To provide for a larger traffic on the Detroit and Milwaukee line than was originally estimated it has become necessary to raise one million of dollars, which will be sufficient to purchase rolling stock, and complete stations, warehouses, and wharves not included in previous contracts.

For this purpose the company have decided to appropriate 50,000 acres of these lands as a bonus upon the issue of 20,000 free land shares of \$50, or £10 5s. sterling per share, equivalent to 2½ acres of land per share, and such shares will also be entitled to a participation in all profits of the line, in common with the other shares, and to interest, from the date of the several calls until the line is opened, at the rate of 7 per cent. per annum, payable in London half-yearly.

These lands being on the line of the railway will be sold as the progress of the railway enhances their value, for the exclusive benefit of the free land shares, and of which a separate account will be kept, and periodical reports will be circulated among the proprietors, who will moreover be represented at the general meeting of shareholders in Detroit by unstamped proxies, each share being entitled to one vote.

The experience of Western Canada, Massachusetts, New York, and Ohio, affords abundant illustration of the greatly increased value imparted to land and other real property by the construction of railways, and this is especially seen in the price obtained above its former estimated value for those sections of land sold by the Illinois Central Railroad Company, forming a portion of the same manner as the grant to the Detroit and Milwaukee Railway Company.

In order to secure to parties investing the fulfilment of the conditions on which the advance is made, the English board of directors of the Great Western of Canada have consented to act as trustees—the interests of that company being promoted by the completion of another through railway communication to the far west; and all payments will be made through the hands of these trustees on behalf of the Free Land shareholders in Great Britain. The land will be conveyed to the trustees, nominated by the directors of the Great Western Railway of Canada, and as soon as practicable a survey will be made of each tract, and a valuation made of the respective lots or sites along the line.

The land is mostly of a fertile quality for agricultural purposes, with pine and oak timber, and abundance of water power; offering great advantages to emigrants and settlers; beds of gypsum and of fire-clay are intersected by the railway; and also a valuable coal field, the future value of which can hardly be estimated, as cordwood for fuel becomes every year more scarce.

The ultimate cost of the whole line, including rolling stock and equipment, is estimated at \$7,000,000, being for 185 miles at the rate of \$7500 per mile, and this includes an extensive wharf and river frontage in Detroit, with joint station accommodation for the Michigan Southern and Northern Indiana Railway, and the passage through the city of Detroit.

When the traffic is fairly developed, the directors of the Detroit and Milwaukee Railway estimate a yearly net revenue of \$700,000, which will be sufficient to pay interest charge on debentures, and to pay a dividend at the rate of 12 per cent. per annum on the entire share capital of the company.

Application for free land shares (accompanied by a draft for the amount of the deposit of \$2 5s. per share) may be made to the offices of the Great Western Railway of Canada, Gresham-house, Old Broad-street, direct; at the offices of this company, or through any stockbroker. The amount will be payable to the account of the trustees in London, as follows:—

£2 5s. deposit on application. £2 on 1st of August.

£2 on 1st of July. £2 on 1st of September.

£2 on 1st of October.

The London trustees will take due care that none of the proceeds of the negotiation of these shares shall be remitted to the United States for the purposes set forth, until the transfer of the lands and other arrangements are completed.

The directors of the Great Western Railway of Canada, having confidence in the Detroit and Milwaukee line, as an investment, stipulated, under an arrangement, that the free land shares should first be offered to their own proprietors, by whom a large proportion has been subscribed. The unallotted shares are now open to the public on equally favourable conditions.

The calls may be anticipated by the payment of the shares in full at once, which will entitle the holder to interest at 7 per cent. from the date of payment. Scrip certificates of shares under the corporate seal of the Detroit and Milwaukee Railway Company, will be issued when fully paid up, and at the same time, land warrants, entitling the holder to the proceeds of two acres and a half of land per share, upon realisation of their value. In the meantime provisional certificates will be issued by the trustees.—London, June 5, 1857.

DETROIT AND MILWAUKEE RAILWAY.—Application for Free Land Shares.

I herewith enclose the sum of £ and request you will allot me Detroit and Milwaukee Free Land Shares of £10 5s. each, on the terms mentioned in the prospectus dated June 5, 1857, and I agree to accept the same (or any less number), and to pay the calls when required to do so.

Name ..... Address ..... To the Trustees in England for the Funds derived from Free Land Shares.

SILVER MINES IN MEXICO.—The product of the San Luis Potosi Mines for the month of April was \$150,000, coined principally into dollar pieces, out of 15,466 marks of silver.



**EAST WHEEL ROSE.—IMPORTANT SALE OF STEAM-ENGINES AND VALUABLE MINING MATERIALS.—A PUBLIC AUCTION.**

At 11 o'clock on Monday, the 25th inst., at 10 o'clock A.M. precisely, for submitting this most extensive lot of materials for sale:—

- 2 35 in. ENGINES, 10 ft. stroke in cylinder, and 9 ft. in shaft, each with 4 boilers about 45 tons.
- 170 in. engine, 10 ft. stroke, equal beam, with 3 boilers about 35 tons.
- 150 in. engine, 10 ft. 4 in. in cylinder, 8 ft. 1 in. in shaft, with 3 boilers about 35 tons.
- 130 in. engine, 9 ft. in cylinder, 6 1/2 ft. in stroke.
- 422 in. cylinder whelm engines, 5 ft. stroke, and 120 in. cylinder whelm engines, 4 ft. stroke, with boilers, complete.
- New 22 in. cylinder bottom and cover, complete, nozzle and nozzle gear, eccentric and eccentric gear.
- Sawing machine, complete, with a large water-wheel, 30 ft. diam., 3 ft. 6 in. breast.
- Sawing machine, complete, with water-wheel.
- 9 wood and iron balance and angle bobs.
- 4 capstan and shears.
- 7 cat-heads.
- 3 good capstan-ropes, varying in size from 16 in. to 14 in.
- 1 cat-head rope, nearly new, 8 in.
- 300 fms. pumps, varying in size from 8 in. to 19 in.
- 61 H and doormen, varying in size from 10 in. to 18 in.
- 10 working-barrels, varying in size from 8 in. to 15 in.
- 31 windbores, varying in size from 9 in. to 18 in.
- 24 plunger-poles, varying in size from 9 in. to 12 in., with stuffing-boxes and glands, brass and iron clacks, seats and valves.
- 22 bucket prongs, with brasses, and 50 fms. bucket rods and joints.
- 350 pairs rod plates, hammered and rolled.
- 15 pairs caps, from 6 cwt. to 20 cwt.
- 100 fms. rods, from 9 in. to 18 in.
- 3000 fms. steam-whim chains.
- 9 windlasses, large quantities of staples and glands, rod and flange pins, whelm and rod shivers, shaft rollers, ships, whelm kibbles, tram wagons, railroad iron, cast and wrought-iron, rudgeons, bishops' heads, smiths' and miners' tools, anvils, vices, bellows, plates, taps, wrenches, engineers' tools, turning lathes, old brass, 4 tons new chain iron, and numerous other articles.
- Parties in immediate want can be supplied with every kind of material by private contract.—Any further information can be obtained on application to Capt. Evans, Nance, Redruth; or the agents on the mine.
- East Wheel Rose, Truro, Cornwall, June 10, 1857.

**EAST INDIAN IRON COMPANY.—WANTED, as SUB-MANAGER in the CHARCOAL IRON WORKS of this company, in the Madras Presidency, an active, experienced, and intelligent YOUNG MAN, well acquainted with the smelting and manufacture of iron. He must also be sufficiently practical mechanic to be able to erect and repair all kinds of engines. Applicants to state their age, present and previous employment, with reference as to character and ability.—Address to the SECRETARY, B. Austinfrans, London.**

**MADRAS RAILWAY COMPANY.—Notice is hereby given, that the TRANSFER-BOOKS of the company WILL BE CLOSED from the 25th inst. to the 11th day of July next, both days inclusive, for the purpose of making up the interest account to the 30th inst. The interest warrants will be forwarded to the shareholders whose names are registered at that date in the books of the company.**

**EUROPEAN GAS COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the proprietors will be HELD on Wednesday, the 1st day of July next, at the hour of Two o'clock precisely, at the office of the company, 3, Moorgate-street, London, pursuant to the provisions of the Deed of Settlement.**

**THE LONDON AND HOME COUNTIES COAL EXPLORING COMPANY.—Said: In an advertisement under this head, in the Mining Journal of Saturday last, my name was inserted as one of the members of the committee of management of the company. I beg, therefore, to state through the same medium that I am not in any way connected with the enterprise, and gave no authority for the use of my name.**

**OSMOS HILL MINING WORKS.—CAUTION.—Whereas an alleged company has been registered under the above title; and whereas no lease, license, or permission of any kind has been granted by the owner of the land, nor any agreement, contract, promise, or engagement, has been entered into by him respecting any portion of the mines or minerals there, ALL PERSONS are CAUTIONED against having any dealings in relation thereto, without previous direct communication with me, and my consent under my hand.**

**WEST OF IRELAND MINING COMPANY (LIMITED).—NO APPLICATIONS FOR SHARES in this company will be ENTER-TAINED AFTER MONDAY, the 24th current, when the allotment will be proceeded with.**

**GREAT WHEEL VOR UNITED MINES.—Notice is hereby given, that the QUARTERLY GENERAL MEETING of the proprietors in the above mines will be HELD at their office, Graham House, Old Broad-street, on Wednesday, the 17th June, at Two o'clock precisely.**

**SOUTH DEVON GREAT CONSOLS MINING COMPANY.—Notice is hereby given, that the ORDINARY ANNUAL GENERAL MEETING of the shareholders in this company will be HELD on Wednesday, the 17th day of June next, at One o'clock in the afternoon precisely, at the London Tavern, Bishopsgate-street, in the City of London, for the following purposes:—namely, To receive a report from the directors, showing the present position and prospects of the undertaking; and to authorise the directors to raise the further capital required, by mortgage or otherwise, as may be deemed expedient.**

**TRELEIGH CONSOLIDATED MINES.—This company having been dissolved, and the mines, together with the engines and materials sold by public auction, in pursuance of a resolution passed at two Special General Meetings, held on the 30th and 24th of April last.—Notice is hereby given that a NEW COMPANY is in the course of formation, on the Co. Cork Principle, to consist of 8000 shares; and that at a recent meeting of the promoters of the new company it was resolved that all shareholders in the old company should have the option of taking the same number of shares in the new as they held in the old concern, and be considered to have paid 10s. per share on their shares, in full discharge of their interest in the assets of the old mine, provided they exercise such option within one calendar month from this date.**

**GENERAL MINING ASSOCIATION.—Notice is hereby given, that the YEARLY GENERAL MEETING of the proprietors in this company will be HELD at this office on Thursday, the 25th day of June, 1857, at One o'clock in the afternoon precisely, for the purpose of receiving and considering a report of the directors, of announcing a dividend, and of transacting the ordinary business of the association.**

**WALLER GOLD MINING COMPANY.—The shareholders having failed to attend the meetings held by adjournment on the 25th of May and 8th of June, 1857, the Directors have no alternative but to dispose of the property of the company, for the purpose of discharging the debts and liabilities of the company. And notice is therefore given, that a GENERAL MEETING of shareholders will be HELD at Graham House, Old Broad-street, London, on Monday, the 18th day of July next, at One o'clock precisely, at which the directors will propose resolutions for the disposal of the property, and the dissolution of the company, which resolutions will be passed and carried into effect unless the meeting then held shall otherwise determine.—Graham House, Old Broad-street, June 8, 1857.**

**ASTURIAN MINING COMPANY (SOCIETE MINIERE ET METALLURGIQUE DES ASTURIENS).—M. LEON LILLO, banker, No. 9, Rue Boursalade, and Mr. CAMPBELL MACKENZIE, No. 63, Rue Ste. Anne, both of the City of Paris, acting as liquidators of the affairs of the above-named company, do hereby give notice, that, as a portion of the 100 francs per share, agreed to at the General Meeting of the 23rd April, 1855, has been received by them, a FIRST INSTALLMENT OF ONE POUND FIFTY SHILLINGS per share will be PAID, on and after the 25th inst., by Mr. KENNETH MACKENZIE, 4, New Bank-buildings, Lombury, London, specially nominated at the said general meeting liquidator for the English shareholders.**

**THE GREAT BARRIER LAND, HARBOUR, AND MINING COMPANY (LIMITED).—In 10,000 shares, of 25 each.**

**THE GREAT BARRIER LAND, HARBOUR, AND MINING COMPANY (LIMITED).—In 10,000 shares, of 25 each.**

**EAST WHEEL VOR, ADJOINING GREAT WHEEL VOR MINES. MAGNIFICENT ENGINE AND MATERIALS FOR SALE, NEARLY NEW.**

**MR. JOHN BURGESS is instructed to SELL, BY PUBLIC AUCTION, on Tuesday, the 18th day of June next, at Ten o'clock in the forenoon, the WHOLE of the MATERIALS on EAST WHEEL VOR, in Siltney, either together or in lots, comprising a 40 in. engine, 10 ft. stroke, equal beam, and about 11 tons boiler.**

- 17 in. 9 ft. pump.
- 17 in. 6 ft. pump.
- 16 in. 9 ft. pump.
- 19 in. 4 1/2 ft. pump.
- 14 in. 9 ft. pump.
- 10 in. 13 ft. pump.
- 8 in. 13 ft. pump.
- 2 3 in. 3 ft. matchings.
- 20 in. H and doormen.
- 10 in. 6 ft. doormen.
- 2 8 in. 6 ft. doormen.
- 2 9 in. 13 ft. poles and glands.
- 1 10 1/2 in. 10 1/2 ft. pole-cases.
- 1 6 in. 13 ft. working.
- 1 8 in. 13 ft. working.
- 1 9 in. 13 ft. working.
- 1 7 in. 9 ft. sinking windbore.
- 1 8 in. 9 ft. sinking windbore.
- 1 10 in. 9 ft. sinking windbore.
- 2 10 in. 6 ft. sinking windbores.
- 1 6 in. 9 ft. flat-bottom.
- New and old iron.
- Smiths' and miners' tools.
- Dressing tools.
- 8 tons old cast-iron.
- Anvil, vice.
- 40 in. bellows.
- Winch, 600 ft. whole timber, plank, and a variety of other articles, too numerous to mention in the limits of an advertisement. Tin knives, and all essentials to a tin mine.
- For further particulars, apply to the auctioneer, Barnose, Redruth.
- Refreshments on the table before and after the sale.—May 20, 1857.

**NOTICE OF SALE AT CUBERT UNITED MINES, on Monday and Tuesday, the 22d and 23d of June, 1857.**

**MR. JOHN BURGESS is instructed to SELL, BY PUBLIC AUCTION, at the above mines, on the 22d and 23d of June, 1857, at Eleven o'clock in the forenoon each day, the following excellent ENGINE AND MATERIALS:—**

- One 70 in. cylinder ENGINE, 9 ft. stroke, equal beam, with three boilers, with about 35 tons first piece of rod side-plates and faggots, and caps attached.
- 1 cast-iron balance bob.
- 1 capstan and shears.
- 1 cat-head and shears.
- 100 fms. 11 in. capstan-chain.
- 100 fms. 3/4 capstan-chain.
- 300 fms. horse-whim-chain.
- 30 fms. horse-whim.
- 10 fms. 8 in. pumps.
- 94 fms. 10 in. pumps.
- 20 fms. 12 in. pumps.
- 35 fms. 13 in. pumps.
- 8 plunger-poles, 9 to 12 ft. 6 in. long.
- Working-barrels, H and top doormen, all to fit the various lifts.
- Flat-bottom and sinking windbores.
- 45 fms. 12 in. main rods, first quality and good lengths.
- 80 fms. 8 in. main rods, ditto ditto.
- 70 fms. 2 1/2 in. iron flat rods, with faggots and shears, complete.
- 24 pulleys and stands to match.
- The 70 in. engine, new about four years' since, and made from the drawings of Messrs. Hoeking and Loom, Redruth, Cornwall.
- Any further information can be obtained of the agent, on the mine, Capt. JOHN TAYLOR; Capt. THOMAS RICHARDS, manager, Liskeard; or at the office of the auctioneer, Barnose, Redruth.
- The engine, pit-work, wood rods, whelm, &c., will be sold first day. The timber and remainder of the materials, on the second day.
- Catalogues, giving full description, will be sent to mine agents and merchants.
- May 20, 1857. Refreshments on the table before and after sale.

**PERRAN UNITED MINES, MATERIALS, AND ENGINES FOR SALE. VERY SUPERIOR ENGINES AND MATERIALS FOR SALE, NEARLY NEW.**

**MR. GREENWOOD has been favoured with instructions to SELL, BY AUCTION, on Monday, the 23rd day of June, at Ten o'clock in the forenoon for Eleven o'clock precisely, the WHOLE of the following ENGINES AND MATERIALS, comprising One 80 in. cylinder PUMPING ENGINE, 10 ft. stroke, with four boilers about 45 tons, first piece of rod, side plates, and faggots cap attached.**

- 1 cast-iron balance-bob, about 10 tons.
- 1 capstan and shears, complete.
- 1 cat-head and shears, complete.
- 120 fms. 16 in. capstan-ropes.
- 120 fms. 5 1/2 in. cat-head-ropes.
- 1 24 in. cylinder double winding engine, 5 ft. stroke, with boiler about 10 tons, iron cage complete, and an excellent crusher attached.
- 32 19 in. 9 ft. pumps.
- 39 18 in. 9 ft. pumps.
- 18 in. 12 ft. pump.
- 7 10 in. 9 ft. pumps.
- 10 in. 6 ft. pump.
- 17 in. 9 ft. windbore, egg bottom.
- 18 in. 12 ft. doormen, with doors.
- 19 in. 12 ft. doormen, complete.
- 19 in. 12 ft. windbores.
- 19 in. 12 ft. doormen, with doors.
- 17 1/2 in. 12 ft. working-barrel.
- 17 1/2 in. 11 ft. working-barrel.
- 10 in. 9 ft. windbore, flat bottom.
- 10 in. 9 ft. windbore, egg bottom.
- 2 10 in. 14 ft. working-barrels.
- 2 10 in. doormen, with doors, complete.
- 8 horse-whelm; 3 tons tram iron; 2 tons 7 1/2 in. chain; 5 tons 9 1/2 in. chain; 3 tons old chain; 2 smiths' 40 in. bellows, and screw stocks, and about a ton of smiths' tools; 1 ton of miners' tools; a ton of new iron; 50 miners' chests; several squares of wood roofing; several tons of old iron; an old boiler tube; a large quantity useful timber and plank; lifting jack; about 100 fms. of pulley stands and about 100 pulleys; a very good weight; 3 scales and stands and weights; brass standard weight, 56 lbs.; 10 cwt. iron weights; double, treble, and single blocks; 3 tram wagons; hand screw crab winch; 60 fms. whelm-ropes; 5 horse-whelm kibbles; 4 steam-whelm kibbles; 6 wine kibbles; grindstones; launders of various sizes; iron and wood stave ladders; an excellent dial and measuring chains; dressing tools; old brass; wheel and hand barrows; account-house furniture; and a variety of other articles, too numerous to mention in the limits of an advertisement. Also, an excellent cart-horse, eight years old, harness and cart complete.
- The auctioneer would beg to remark that the whole of the materials are nearly new, and in excellent condition. The engines were manufactured about four years since by the Perran Wharf Company, whose character for durability and good workmanship is known all the wide world over, and every article of their manufacture can be well recommended.
- For viewing the same, apply to the agents on the mine; and for further particulars, apply to the auctioneer, Truro; or Capt. TOUTIER, Dolcoath Mine, Camborne.
- Perran United Mines, June 15, 1857.

**IMPORTANT SALE OF VALUABLE MINE MATERIALS, AT THE GREAT**

**MR. JOHN LITTLE WILL SELL, BY PUBLIC AUCTION, on the above mines, on Tuesday, the 23d inst., at Eleven o'clock precisely, the following ENGINES AND MATERIALS, comprising:—**

- 1 90 in. cylinder pumping-engine, with four boilers about 45 tons.
- 1 135 in. cylinder pumping-engine, with four boilers, about 40 tons.
- 324 in. cylinder double winding-engines, with boilers and cages complete.
- 3 cast-iron balance-bobs, about 12 tons each.
- 28 15 in. 15 in. pumps.
- 29 16 in. pumps.
- 29 17 in. pumps.
- 22 14 in. matching pieces.
- 114 in. door-piece and door.
- 1 14 in. H-piece and door.
- 30 9 ft. 14 in. pumps.
- 2 14 in. H-pieces and doors.
- 2 14 in. stuffing-boxes and glands.
- 1 14 in. top door-piece and door.
- 10 9 ft. 13 in. pumps.
- 3 13 in. H-pieces and doors.
- Should any person, to whom time is an object, be desirous of purchasing either of the engine immediately, terms may be known by applying to Mr. FRANCIS PATON, at his office, Redruth.
- The auctioneer begs to call the attention and inspection of mine agents and others, to the above materials, which will be found in good working condition, the pumps having been all fitted with wood.
- For viewing the same apply to the agents on the mines; and for further particulars to Mr. PATON, or at the office of the auctioneer.
- Dated Redruth, June 3, 1857.

**PENNSYLVANIA, UNITED STATES.—HIGHLY IMPORTANT FREEHOLD ESTATE, of 20,000 acres of FINE TIMBER and MINERAL LANDS, close to Pittsburgh, with rail or river communications to all parts, presenting a choice opportunity for the safe and profitable investment of capital.**

**MESSRS. DEBENHAM, STORR, AND SON are instructed by the proprietor, who is now in England, to PREPARE FOR SALE, in One Lot, the above extensive and usually desirable FREEHOLD ESTATE, the fine time which is upon it would immediately realise a large sum. In the hands of a public company, with a responsible agent on the spot, a very considerable revenue would certainly accrue.**

A plan of the estate may be inspected, and fuller particulars obtained, on application to the auctioneers, who are in a position to entertain an offer by private treaty. Kings-street, Covent-garden, June 8, 1857.

**FIRST-CLASS STEAM-ENGINES AND TOOLS. TO ENGINEERS, MINERS, MANUFACTURERS, SHIPBUILDERS, BREKERS, AND OTHERS.**

**IMPORTANT SALE OF FIRST-CLASS STEAM-ENGINES, LATHES, PLANING, PUNCHING, & DRILLING MACHINES, & OTHER VALUABLE TOOLS, &c.**

MR. MARSHALL most respectfully intimates the receipt of instructions, from an eminent firm (in consequence of having had an order countermanded, and to dispose of accumulated stock), to OFFER FOR SALE, BY PUBLIC AUCTION, on Wednesday, June 17, 1857, on the premises, Mallock Mill, Gloucester-street, near the Oxford-road railway station, Manchester, where they are being removed for convenience of sale, the following valuable STEAM-ENGINES AND TOOLS:—Namely, one magnificent steam-engine, cylinder 14 in. diameter, length of stroke 9 in., fly-wheel, feed-pump, and driving pulleys (by Renold), was used in a directors' boat on the canal; 4 various vertical and horizontal high-pressure steam-engines, with governors, throttle-valves, feed-pump, fly-wheel, and all complete, from 2 horse to 13 horse-power each; 2 45 horse condensing marine land steam-engines, bore of cylinder 36 in., length of stroke 3 ft. 6 in.; capital planing machine, to plane 6 1/2 ft. long, 3 ft. wide, and 2 1/2 ft. high, self-acting in the horizontal, angular, and vertical cuts, with self-acting oiling applications (nearly new); punching and shearing machines, to punch 1/2 in. and 3/4 in. holes through 1/2 in. and 3/4 in. plates, bench drilling ditto; with self-acting feed motion, and top cone, to drill 13 in. from edge; a strong 9 1/2 in. back geared lathe, with headstock, cone, conical cast-iron saddle, and 2 face plates, socket and rest, driving pulleys, and pulleys, and a strong 10 in. ditto ditto, with ditto; a 9 1/2 in. double geared lathe, with a strong slide lathes, on a 4 ft. 6 in. planed metal bed, and top speed; a 7 in. self-acting planed bed 8 ft. long, with top motion, &c.; 2 single speed 9 in. hand lathes, with top motion; 2 9 in. and 1 1/2 in. compound slide rests; 2 sets of patent nut making, from 3/4 in. to 2 in., &c.

On view Tuesday, the 16th inst., when catalogues may be had, or a little earlier, please every other information, by applying at the office of the Auctioneer, 15, Pall-mall-street, Manchester. Sale to commence at Ten for Eleven prompt.

**SEEND, WILTS.—FREEHOLD INN AND BREWERY, AND LAND FOR BUILDING OR MINING PURPOSES. TO CAPITALISTS, BREWERS, MINERS, AND OTHERS.**

**MR. LAVINGTON is instructed, by the executors of the late Mr. Thos. Cooper, to SELL, BY AUCTION, on the premises, on Tuesday, the 24th of June, 1857, at three o'clock (subject to such conditions as will be there produced), the well-known BELL INN AND BREWERY, at Seend, and the LAND is adjoining thereto.**

The property adjoins the iron ore mine, the discovery of which has excited much interest in the mining world, and is creating among the proprietors of land there a pleasing excitement of finding the value of their property suddenly converted into hundreds of thousands of pounds and shillings. This land, brewery, and land, about on the high roads from Devizes to Trowbridge, and from Melkham to Salisbury, where the roads cross each other; and independent of its admirable situation for business, and from the large increase which must of necessity take place in the mining operations, this property stands on the same rock from which such valuable ore is being extracted, and no doubt contains the same treasures as are enriching the owners of the adjoining mine. This property will be put up in two lots.

Lot 1 will comprise the BELL INN, with coach-house, stables, cellars, and other offices, and a garden at the back of the premises, used as garden ground, and the road leading to Lavington. Also, the newly-erected BREWERY, adjoining the Bell Inn.—The premises comprising the Bell Inn contain every accommodation for a extensive business. The brewery has lately been erected, at a great expense, by the late owner, and is most complete. The whole is in the occupation of Mr. Hayden, tenant from year to year.

Lot 2.—All that very desirable PIECE OF FREEHOLD LAND in front of the coach-house and stables of the last lot, with a large frontage to the road from Devizes to Trowbridge, and containing about 38 perches, used as garden ground, and now in the occupation of Mr. Hayden, as tenant from year to year.

For leave to view, apply to the tenant; and for further particulars, to the Auctioneer, Poulshot Lodge, Devizes; or to Messrs. MOULS and GOALS, solicitors, Melkham.

**VALUABLE MINES OF COAL AND IRONSTONE, AND BUILDING LAND, AT BURSLEM, STAFFORDSHIRE POTTERIES.**

**MR. HIGGINBOTTOM is instructed by the two trustees under the will of the late W. Thacker, Esq., to SELL, BY PUBLIC AUCTION, at the George Inn, Burslem, on Wednesday, the 17th of June, 1857, at Three o'clock in the afternoon, ALL that valuable estate known as the MILL HAYS, situated between the towns of Tunstall and Burslem, close adjoining to the latter town, and having a frontage to Liverpool road, and bounded by lands belonging to the devisees of the late Thos. Wedgwood, Esq., H. H. Williamson, Esq., and Messrs. S. Haywood & Co.**

No. on map.	Description.	Quantity.	7 A. 3 R. 2 P.
1.	Over Mill Hays	Pasture	3 A. 1 R. 1 P.
2.	Lower Mill Hays	Pasture	2 3 18
3.	The Three Butts	Pasture	1 0 27
4.	The Mill Meadow	Pasture	0 2 2
Total			7 A. 3 R. 2 P.

The valuable mines in these lands are believed to consist of the following strata:—

Description.	Ironstone	Coal	Thickness of strata.
Red Shag Mine	.....	.....	1 ft. 6 in.
Ditto	.....	.....	2 3
Red Mine	.....	.....	4 6
Ditto	.....	.....	1 6
Bay Mine	.....	.....	2 0
Ditto	.....	.....	3 0
Peacock	.....	.....	6 0
Spendercroft	.....	.....	5 0
Gubbin	.....	.....	2 0
Great Row	.....	.....	0 0
Cannel Row	.....	.....	0 0
Chaiky Mine	.....	.....	3 0
Ditto	.....	.....	2 0
Red Mine	.....	.....	1 6
Ditto	.....	.....	1 6
Bunglow	.....	.....	5 0
Winghay	.....	.....	6 0
Ruehorst	.....	.....	10 0

The Red Shag ironstone and coal (at a depth of 29 yards), and the Red Mine ironstone and coal (at a depth of 32 yards), are now being worked in the adjacent lands by H. H. Williamson, Esq., by whose operations these mines are enriched.

The ores are very rich and much more after, and the mines are an easy distance from canal and railway. This property will be sold in One Lot.

ALL those TWO PIECES OF LAND, now lying together, and known as the STYCH CROFTS, situated in the Back Stych, Burslem, with a considerable frontage thereto, and bounded by lands belonging to Messrs. Haywood, and the devisees of the late Thos. Wedgwood, Esq.

ALL that PIECE OF LAND situated at Dale Hall, containing nearly 20 acres, and called or known as the DALE HALL CROFT, bounded on the north by All Saints' Lane, on the south by the lands of Wm. Davenport, Esq., and on the east divided from Newport-street by the premises belonging to James Edwards, Esq.

This land will be laid out in building lots, and offered in such portions as will meet the requirements of purchasers.

Particulars and plans may be obtained on application to Messrs. DRUMMOND, BARNESON, and TILL, solicitors, Croydon, Surrey; Mr. WALLER, solicitor, Chesterfield; Messrs. PHILLIPS and CARP, solicitors, Wolverhampton; Mr. WARD, solicitor, Hereford; or at the office of Mr. HIGGINBOTTOM, surveyor and auctioneer, Forty-one, Longdon.—Foley-place, Longdon, June 9, 1857.

**GLAMORGANSHIRE.—MINERAL ESTATE.**

**MR. THOS. THOMAS WILL SELL, BY AUCTION, at the Castle Hotel, Swansea, on Saturday, the 4th July, 1857, subject to such conditions of sale as shall then be produced, ALL that COPYHOLD ESTATE, situate within and held of the Manors of Newcastle and Cefn Cribwr, in the county of Glamorgan, known as the CEFN CRIBWR ESTATE, comprising the Farms of Cefn, Tynar, Poes, Llwnhelig, and Pantllyfawr, and containing altogether about 333 acres.**

This valuable property is bounded on the north by the Cefn Cwre Ironworks and Collieries, and Messrs. Ford and Sons' Bryndu Colliery.

The MINERALS under the estate (now in course of working) comprise the following:—COAL: The Pump Quarry Vein, the celebrated Cribwr Vein Vein (the most for its coke), the Cribwr Vein, and the Sun or South Three Feet Vein; MINE: Cribwr Ball, spotted Ball, Yellow Vein and Ball, Upper and Lower Veins and Balls, Upper and Lower Blue Vein and Balls, &c., now extensively and economically worked by paching and level. It also contains LIMESTONE and BUILDING STONE.

There is also on the property a blast furnace, a fire-brick and draining-pipe manufactory, the "Ty-Coch" and "Cefn" cottages, two public houses, eight workmen's cottages, stabling, &c.

The property possesses great facilities of transit, the Llynvi Railway passing through it, and directly communicating with the broad gauge South Wales Railway at the Stormy Mineral Junction, at a distance of only 2 1/2 miles; with the town of Ebbw Vale and the Harbour of Portlough at a distance of 6 1/2 miles.



**GNOLL COLLEGE (SCIENTIFIC AND PRACTICAL).**  
A National Institution adapted to the wants of the Age.  
The FIRST TERM will COMMENCE in OCTOBER NEXT. Students admitted between the ages of 16 and 19. Fees, Two Hundred Guineas per annum, or Seventy Pounds per term. No extras. Admissions limited to 300. Rights of nomination, bearing priority according to date, issued on payment of £105 to Messrs. Jones Lloyd and Co., bankers, Lothbury, London.  
Applications for the Seven Professorships of Mathematics, Mechanics, Physics, Chemistry, Natural History, Human History, and Design (the salary of each being £500 per annum), will be received till the 18th of June inst. Programmes forwarded on application to W. BULLOCK WENTWORTH, Esq., Gnoll Castle, Vale of Neath, S. Wales.  
For full particulars, see "The Principles of Collegiate Education Discussed and Illustrated in a Description of Gnoll College," published by Stanford, 6, Charing Cross, London, and sold by all booksellers. Price 1s.

**TO BE SOLD, BY PRIVATE CONTRACT, LYDFORD CONSOLS LEAD MINE,** in the parish of Bridestown, Devon, together with the MACHINERY and MATERIALS thereon, comprising:  
Water-wheel, 40 ft. diam., 5 ft. wide. 1 3 arm capstan.  
Balance, shaft, and angle bobs. 1 horse-wheel, &c.  
120 ft. flat rods. 1 11 in. capstan-ropes.  
40 pulleys and stands. 1 pair shears, with sheaves, &c., complete.  
And all other the various things necessary for carrying on the mine.  
Full particulars, with catalogues of the materials, &c., may be had on application to J. H. MURKINSON, Esq., 117, Bishopsgate-street Within, London; or Capt. JOSEPH RICHARDS, at the mine.

**FOR SALE, an excellent ROTARY STEAM-ENGINE,** 22 and 14 in. cylinder (Wolfe's combined), 1 ft. stroke in the outer cylinder, cast-iron frame and distern for condensing, cast-iron frame and stand for both, fly-wheel 7 tons, and boiler 10 tons, with a cage for hauling attached. For further particulars, apply to Mr. J. H. MURKINSON, 117, Bishopsgate-street Within, E.C., London; or to Captain GIFFARD, Wheel Croft, near Tavistock, where the engine can be seen.

**TO LET, MODURBAGH COLLIERY, QUEEN'S COUNTY, IRELAND.**—The above well-proved and established COLLIERY will be LET on fair terms by the proprietors to individuals or companies of character and capital. Apply to HENRY HODGKIN, Milmoor, Ballynahinch, Athy; or at Mr. WOODCOCK'S Chambers, 3, Foster-place, Dublin. J. HODGKIN, Modurbagh Colliery, will show the boundaries.

**COKE AND CINDERS.—A MINERAL FIELD IN LINLITHGOWSHIRE,** of some hundred acres in extent, and about a mile distant from a mineral railway, containing one seam of SMITHY COAL, from 5 to 6 ft. in thickness, with several smaller seams of good quality, and all well adapted for the manufacture of COKE or CINDERS. IS TO LET, in one or more portions. Two of the seams of coal rest upon good FIRE-CLAY, suitable for making ovens, or for any other purposes; and as this species of manufacture (for which the railways and other sources afford good markets) is but imperfectly understood in the north, it presents an advantageous opening for an experienced cinder burner.  
There are also several seams of IRONSTONE, and a thick LIMESTONE post, in the same field, as well as a dense stratum of BITUMINOUS SHALE, any of which may be let with the above, or separately, as preferred.  
For further particulars and terms, apply to the proprietor, ROBERT STEWART, Esq., of Carlin, West Calder; THOMAS SPENCER, Esq., W.S., Edinburgh; or Messrs. RALPH and WILLIAM MOORE, M.E., 24, St. Vincent's-place, Glasgow.

**COLLIERY OR MINE WORKINGS.—TO BE SOLD, cheap,** about 100 ft. of 30 in. NEW CAST-IRON PIPES, with ram, &c., complete, now lying on a wharf in North Wales. For particulars, apply to Mr. J. B. WILSON, Haydock Rope Works, Newton, Lancashire.

**IN RE ROYAL BRITISH BANK.**  
MESSRS. FULLER AND HORSEY are instructed by the Assignees to OFFER, FOR PRIVATE SALE, the important WELSH WORKS belonging to the estate of the Royal British Bank, upon which an immense outlay has been made, and which now are in an efficient working state. They are situated about three miles from Bridgend, and two miles from Pyle (both stations on the South Wales Railway), about six miles from the shipping port of Porth Cawl, about ten miles from Briton Ferry (where commodious docks are now in course of formation), about 24 miles from Cardiff, and about the same distance from Swansea. The port at present available for shipping the produce of the works are Swansea and Porth Cawl, the former port being reached by a broad gauge line direct from the works, joining the South Wales Railway at Stormy, and the latter by a tramway joining the Llynvi Valley Railway. There are depôts at Porth Cawl and Swansea, and also at Bridgend, which place is connected with the works by tramways joining the Bridgend Company's Line.  
The mineral field on which these works are placed extends from east to west, about 14 miles by fully 1/2 mile in breadth, and contains through the whole of the area no fewer than 13 distinct seams of coal, the aggregate thickness of 75 ft., only one of them less than 4 1/2 ft. in thickness, and placed so near to each other in the ground that a drift of only 400 yards in length intersects the whole of them. The workings are effectually drained by means of a Cornish steam pumping engine, of 100-horse power, with two sets of pumps, 16 in. and 13 in. diameter, placed at the opening of the Balance Pit, assisted by two pumps, one at the Patch Pit, and the other at the New Slip, and the water thus raised is made available for driving, by means of an iron breast shot water-wheel, the brick-making and other machinery.  
The character of the coal raised at these works is well known, and is in good repute for household or cooking purposes. The coke made is, in fact, considered to be superior in quality for locomotive or foundry purposes; for the former it is used by the Great Western Railway, who have a contract with the occupier of the adjoining works, in which the same seams of coal are worked; and for the latter, it is used by many of the smelting works at Swansea, Neath, Briton Ferry, and other places.  
There are three openings at which coal can be raised. The most important opening is known as the Five-quarter Slip; it is 1/2 ft. wide by 9 ft. high, and has only recently been completed. Five of the seams of coal are intersected and worked at this slip. It is situated about 500 yards from the western boundary of the property, and the broad gauge line of railway has been brought to the head.—The opening next in importance is known as the Patch Pit, which is at the eastern end of the property, and is sunk to the depth of 60 yards. All the seams can be worked at this pit.—The third opening is known as the Balance Pit, situated near the Five-quarter Slip; it is sunk to the depth of 44 yards, and is worked by a water balance. The actual quantity of coal raised at these works is well known, and is in good repute for household or cooking purposes. The coke made is, in fact, considered to be superior in quality for locomotive or foundry purposes; for the former it is used by the Great Western Railway, who have a contract with the occupier of the adjoining works, in which the same seams of coal are worked; and for the latter, it is used by many of the smelting works at Swansea, Neath, Briton Ferry, and other places.  
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The coke ovens, for converting the small coal into coke, are 66 in number, and are capable of coking 120 tons of coal weekly, which will yield in coke about 700 tons. Additional ovens could be advantageously erected in a range with those near the mouth of the principal railway.  
The smelting furnaces at these works have been out of blast for some time, and a certain outlay is requisite in order to bring them again into operation. There are three furnaces, each capable of producing from 70 to 100 tons of pig-iron weekly, with hot-blast stoves, and pipes, a steam blast engine of 80-horse power, four Cornish steam boilers, calcining furnaces, limestone kilns, and other buildings commensurate with the requirements of the establishment.  
There are several veins of argillaceous ironstone, which can all be worked from the pits by which the coal is raised, and also by a separate slip incline at Gwaun Cymyl. The free-lay is very abundant, and of good quality. Fire-brick works have been formed, and are in working order. Stabling for 22 horses, a commodious residence for manager, a shop with stores, and two cottages adjoining, 20 cottages for workmen, six workmen's cottages and farm; a yard or depôt for coals at Bridgend; an extensive depôt and store warehouse at Porth Cawl, with landing and shipping stages; a yard or depôt at Swansea, immediately under the broad gauge line of the South Wales Railway, and adjoining the floating docks; and a stage and siding at the junction with the South Wales Line at Stormy, with crane.  
The Cern works are held under lease from C. R. M. Talbot, Esq., for terms, of which a rent of 23 years are unexpired, at minimum rents of £567 per annum, and royalties as follows:—8d. per ton for coal or ironstone, 6d. per ton for fire-clay, 4d. per ton for common clay, and 1 1/2d. per ton for limestone.  
Further particulars may be obtained of Messrs. J. & H. LINCOLN and HADWOOD, solicitors, Sile-lane, E.C.; or of Messrs. FULLER and HORSEY, 13, Billiter-street, E.C.

**IRELAND.—FOR SALE, THE ROSTELLAN SILEX AND IRON ORE MINES.**—THE LESSEE of this very valuable property is desirous to SELL HIS INTEREST therein, but would have no objection to re-invest a considerable sum, under the Limited Liability Act.  
The MINES comprise a vast amount of WHITE SILEX, used largely in the manufacture of porcelain and glass. CLAYS in great abundance, for earthenware, pottery, bricks, tiles, &c.; besides, a thick bed of rich IRON ORE, with some MANGANESE. There are 24 years of the lease unexpired, and the royalty or rent is low. The requirements of Ireland, and the circumstances of the mines, are singularly favourable for the establishing here, and on a wide basis, the manufacture of all kinds of earthenware, flint and crown glass, sanitary ware, bricks, tiles, &c.  
Every information necessary for forming a correct estimate of this property may be obtained on application to Mr. JAMES DUNNE, C.E., Rostellan, near Cork; or to Messrs. TUCKER and DUNNE, 54, Grand Parade, Cork.—March 20, 1857.

**EXFORD, SOMERSETSHIRE.—FOR SALE, BY PRIVATE CONTRACT, a valuable IRON and COPPER MINE,** called WHEAL GREGORY, situated at Court Farm, in Exford, aforesaid, and adjoining the Forest of Exmoor. The seat, which extends over the entire farm, contains 246 acres, or thereabouts, surface measure. There is a considerable quantity of iron ore already discovered of superior quality, averaging from 60 to 70 per cent. of iron by assay, a large proportion of which is raised ready for the market. There is a wooden house erected adjoining the mine, which will be sold with it.  
A lease for 21 years of all minerals has been granted to the present owner, Mr. Gregory, at 1-18th dues. There is no surface rent reserved.  
The mine may be inspected by applying to Mr. RICHARD GREGORY, the owner, at the King of Belles Inn, South Molton; and any further particulars may be obtained of Mr. W. G. HARRIS, auctioneer, &c., or Messrs. RICHARD and SON, solicitors, South Molton, Devon, at whose offices the lease may be seen.—Dated June 2, 1857.

**CLEVELAND IRONSTONE.—TO BE LET, ON LEASE** (7, 14, or 21 years), an extensive IRONSTONE ROYALTY in the CLEVELAND HILLS, accessible by rail, and well situated for the erection of blast furnaces. Apply, by letter, to T. MANN, Esq., 16, Gutter-lane, London.

**STAFFORDSHIRE.—IRONSTONE AND COAL MINES IN THE CHURNET VALLEY.**—TO BE LET, ALL the valuable MINES of IRONSTONE, or of HYDRATE OF IRON, and of COAL, in the CONSAL ESTATE, containing 1400 acres, having a frontage of upwards of a mile to the Churnet Valley, and to the North Staffordshire Railway and Canal there. The minerals in the property immediately adjoining to the Consal Estate are now being extensively worked by Mr. Wm. B. WILSON and others, and are of first-rate quality.—For further particulars, and to view this estate, apply to Messrs. HEATON and DEAN, land and mineral agents, Leek; or Messrs. WARD and SON, solicitors, Newcastle-under-Lyme.

**RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO.,** MIDLAND WORKS, BIRMINGHAM.  
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS, IN STOCK FOR SALE OR HIRE.

**BURGIN AND WELLS, STEEL CONVERTERS AND REFINERS,** MANUFACTURERS OF RAILWAY CARRIAGE AND WAGON SPRINGS, IMPROVED CAST-STEEL FILES, &c.  
HOLLIS CROFT STEEL WORKS, SHEFFIELD.

**JOHN H. PECK, MANUFACTURER OF RAILWAY OIL COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS, BOAT SHEETS, TARPULIN, BRATTICE CLOTH, COKE AND CORN SACKS, POTATO BAGS, TWINE, &c., WIGAN.**  
LONDON AGENT.—T. E. WELLES, 13, Duke-street, Adelphi.

**ROBERT MACLAREN AND CO., EGLINTON FOUNDRY,** GLASGOW, MANUFACTURERS OF ALL SIZES OF CAST-IRON MAIN PIPES, FOR GAS AND WATER, by an improved patent.  
GENERAL IRONFOUNDERS AND GAS ENGINEERS.  
MAKERS OF WROUGHT-IRON TUBES AND FITTINGS.  
AGENTS IN LONDON.—A. MACLAREN and Co., No. 174, Upper Thames-street.

**BRYAN, McCracken, and Co., MERCHANTS, AND GENERAL COMMISSION AGENTS, NEWCASTLE-ON-TYNE.**  
Office, Three Indian Kings-court.

**WILLIAM FOX AND SON, METAL AGENTS, No. 39, OLD HALL STREET, LIVERPOOL,** SOLE AGENTS in LIVERPOOL for the SALE of the following makes of IRON:—  
DAMES and SON'S.  
MILTON and HEDDER.  
JOHN MANLEY'S.  
PLANT and FISHER'S.  
BROUGHTON HALL.  
DANIEL ROSE'S.

EVERY DESCRIPTION OF IRON ALWAYS ON SALE. Also, TIN-PLATES, WIRE, RAILWAY SPIKES, &c.

**THE PERMANENT WAY COMPANY,** being the proprietors of the most important PATENTED IMPROVEMENTS IN PERMANENT WAY, which are adopted on upwards of 9000 miles of railways at home and abroad, continue to GRANT LICENSES for their USE, and to give every information to engineers as to cost of the different systems.  
These improvements have for their object the safety of the public, the economy of maintenance, and the increased durability of the Permanent Way of railways; and their merits are now recognized by all the eminent engineers of the day, and sanctioned by the Officers of the Railway Department of the Board of Trade.  
26, Great George-street, Westminster. WILLIAM HODGEN, Sec.

**CALVERT'S PATENT PROCESS FOR MAKING COKE AND IRON FREE FROM SULPHUR.**  
For LICENSES to USE the above process, apply to ROBERT LONDON, Jun., 63, King-street, Manchester.

**MUNTZ'S PATENT SOLID ROLLED BRASS TUBES,** FOR LOCOMOTIVE AND MARINE BOILERS.

G. F. MUNTZ, Jun., begs to state that, in consequence of the satisfactory results obtained during the five years these tubes have been in use, the following railway companies have entered into contracts to USE the PATENT TUBES exclusively on all their lines, viz.:—  
The London and North-Western Comp. The Lancashire and Yorkshire Company. The Midland Company. The Newcastle and Carlisle Company.  
These tubes are also very extensively used on all the other principal railways at home and abroad, and for marine purposes by Her Majesty's Navy and several of the leading steam-packet companies, and also by all the eminent engineers of the kingdom.  
G. F. MUNTZ, Jun., takes this opportunity of stating that the tubes now manufactured are very superior, both in finish and quality, to those formerly produced in the early stages of the patent.—French Walls, Birmingham, April, 1857.  
Geo. RICHARDSON and Co., Agents, 10, Craig's-court, Charing-cross, London.

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A 46 ft. WATER-WHEEL, 3 ft. breast (within), with cast-iron axle and sockets two sweep rods, and balance-bob, complete.  
J. J. GUMMOE.  
St. Austell, Feb. 28, 1857.

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Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5130	Alfred Consols (cop.), Phyllick [S.E.]	21. 11s. 10d.	217 1/2	17 1/2	£17 5 0	£0 12 0—June 2, 1857.
1024	Ballicadden (tin), St. Just	11 1/2	4	12 1/2	0 5 0	Jan. 1, 1854.
4900	Boscan (tin), copper, Tavistock	21. 6s. 8d.	8	8 5/8	0 5 0	7 0—May 20, 1857.
200	Botallack (tin), St. Just	20 1/2	165	100 105	18 0 0	3 0—May 20, 1857.
100	Brighton and Froggatt Grove, Derbyshire	30	275	273 1/2	275	3 0—Apr. 21, 1857.
100	Bryndol Hall (lead), Flint	20	80	60 80	13 0 0	5 0—July 31, 1856.
1000	Brutall, Llanidloes, Montgomeryshire	7	3	2 3/4	0 5 0	5 0—July 1, 1856.
430	Budnick Consols (tin), Perran	3 1/2	6	6	0 10 0	0 10 0—Mar. 20, 1857.
450	Bwlch (silver-lead), Cardiganshire	3	1	1	0 2 0	0 2 0—July 30, 1856.
1910	Carn Brea (copper, tin), Illogan	13	85	60 65	235 10 0	2 0—May 22, 1857.
200	Carnyorth (tin), St. Just	13 1/2	4 1/2	8 1/2	0 15 0	0 3 0—June 16, 1856.
200	Cefn Carn Brynno (lead), Cardiganshire	30	55	55	3 0 0	3 0—Sept. 4, 1856.
1000	Collascombe (copper), St. Agnes	10	52 1/2	50 52 1/2	2 0 0	1 0—May 25, 1857.
250	Condurow (copper), Camborne [S.E.]	20	160	150 160	85 0 0	3 0—Apr. 12, 1857.
30000	Craven Moor, Limited (lead), Yorkshire	20	160	160	0 0 0	0 0—Feb. 28, 1856.
125	Cwmystwith (lead), Cardiganshire	60	140	140	75 0 0	5 0—April 18, 1857.
280	Derwent Mines (silver-lead), Durham	300	130	150	112 5 0	10 0—Sept. 30, 1856.
1024	Dewon Great Consols (cop.), Tavistock [S.E.]	475	225	225 450	500 0 0	12 0—May 22, 1857.
672	Dinwiddie (tin), Gwilt	32	17	25	16 7 1/2	1 10 0—Mar. 2, 1857.
179	Dolcoath (copper, tin), Camborne	257 1/2	310	310	227 0 0	7 0—June 9, 1857.
12900	Drake Walls (tin, copper), Calstock	17. 19s.	25	2 1/2	0 11 6	0 2 0—May 8, 1857.
300	East Daren (lead), Cardiganshire	32	95	95 100	24 0 0	3 0—May 1, 1857.
128	East Pool (tin, copper), Pool, Illogan	24 1/2	340	340	280 0 0	7 10 0—Feb. 23, 1857.
1024	East Wheal Margaret (tin, copper)	6 1/2	9	9	0 5 0	0 5 0—Jan. 11, 1854.
5720	Exmouth (lead), Devon	47. 14s.	180	180	3 10 0	0 3 0—April 22, 1857.
1400	Fowey Consols (copper), Tywardreath	5	60	62	12 13 1/2	1 0—May 28, 1857.
4910	General Mining Co. for Ireland (cop., lead)	3	7	7	41 4 1/2	0 6 0—Feb. 17, 1857.
1024	Glanamona (copper), St. Agnes	13 1/2	2 1/2	2 1/2	0 7 8	0 3 0—June 3, 1854.
243	Graham and St. Aubyn (copper)	109 1/2	105	100 105	2 0 0	2 0—May 5, 1857.
6000	Great South Tolgus [S.E.]	15	17 1/2	17 1/2	0 6 8	0 4 0—April 21, 1857.
26585	Grea Wheal Vor (tin, cop.), Helston [S.E.]	2 1/2	5	4 1/2	0 5 0	0 5 0—June 20, 1855.
119	Great Work (tin), Gernoe	100	140	140	221 10 0	7 10 0—Feb. 27, 1857.
1024	Herodfoot (lead), near Liskeard	8 1/2	7 1/2	6 1/2 7 1/2	2 12 6	0 7 0—Apr. 18, 1854.
1024	Hingston Down Consols (copper), Calstock	3 1/2	4	4	2 16 0	0 2 0—Nov. 25, 1856.
2000	Holyford (copper), near Tipperary	11	8 1/2	8 1/2	4 2 6	0 5 0—Jan. 28, 1857.
2360	Isle of Man (Limited)	25	42	42	52 17 3	1 10 0—Mar. 5, 1857.
76	Jamaica (lead), Mold, Flintshire	37. 13s. 6d.	—	—	880 0 0	5 0—Mar. 10, 1851.
20	Laxey Mining Company, Isle of Man	1000	1000	1000	1370 0 0	60 0—Jan. 17, 1857.
150	Lavant (copper, tin), St. Just	2 1/2	85	80 85	1082 0 0	4 0—May 12, 1857.
8000	Lewis Mines (tin, copper), St. Erth	57. 13s. 11d.	3 1/2	3 1/2	0 10 0	0 10 0—Dec. 20, 1855.
400	Llanberris (lead), Cardiganshire, Wales	18 1/2	122 1/2	122 1/2	253 0 0	2 0—Apr. 2, 1857.
6000	Marke Valley (copper), Cardigan	47. 10s. 6d.	3	2 1/2	0 5 0	0 3 0—Sept. 7, 1855.
5000	Mendips Hills (lead), Somerset	3 1/2	1 1/2	1 1/2	1 7 6	0 5 0—May 20, 1857.
2000	Merritt (copper), St. Agnes	3	1 1/2	1 1/2	1 11 0	0 6 0—May 5, 1857.
20000	Mining Co. of Ireland (copper, lead, coal)	3	13 1/2	15 1/2	12 5 0	0 6 0—Jan. 1, 1857.
5000	Nantow and Penrhyn, Limited (2 1/2 shares)	1 1/2	1 1/2	1 1/2	0 1 6	0 1 6—Apr. 30, 1855.
7000	Nantlle Vale (slate), Llanidloes	1 1/2	1 1/2	1 1/2	0 1 6	0 1 6—Nov. 29, 1854.
6400	Nether Heath, Westmoreland	2 1/2	1 1/2	1 1/2	0 2 0	0 1 0—May 21, 1856.
470	Newtons Mining Company, Co. Down	50	35	35	48 0 0	1 0—Oct. 17, 1856.
200	North Pool (copper, tin), Pool	23 1/2	70	60 70	324 0 0	2 0—Dec. 26, 1854.
140	North Roskear (copper), Camborne	10	110	105 110	249 10 0	4 0—Sept. 26, 1855.
6000	North Wheal Bassett (cop., tin), Illogan [S.E.]	20	17	17	12 13 0	0 10 0—April 22, 1857.
6400	Par Consols (copper), St. Blazey [S.E.]	1 1/2	23	22 23	28 4 0	1 0—Mar. 3, 1857.
500	Peak United (lead), North Derbyshire	7 1/2	9 1/2	9 1/2	4 10 0	0 10 0—Apr. 12, 1856.
200	Phonix (copper, tin), Llanidloes	100	365	365	224 10 0	30 0—May 4, 1856.
1000	Polbri (copper, tin), St. Agnes (Preferential)	15	3	3	1 12 6	3 0—Apr. 2, 1857.
500	Providence Mines (tin), Uny Lelant	204. 13s. 2d.	75	72 1/2 75	62 4 0	5 0—May 20, 1857.
2500	Rhosydyol and Bacheiddon (lead)	11 1/2	12	12	0 7 0	0 3 0—June 18, 1856.
512	Rosewarne United (copper, tin), Gwilt	12 1/2	45	42 1/2 45 1/2	32 10 0	1 10 0—June 8, 1857.
13000	Sortridge Consols (cop.), Whitechurch [S.E.]	6a.	2	1 1/2	0 7 6	4 2 0—Oct. 28, 1856.
236	South Caradon (copper), St. Cleer [S.E.]	2 1/2	345	340 345	466 0 0	10 0—May 26, 1857.
128	South Crinola (copper), St. Austell	19	235	235	60 0 0	10 0—June 18, 1855.
236	South Tolgus (copper), Redruth, Cornwall	16	145	140 145	74 0 0	3 0—Mar. 20, 1857.
495	South Wheal Frances, Illogan [S.E.]	187. 18s. 9d.	310	295 305	253 5 0	10 0—May 4, 1857.
1024	Sparrow Consols (tin), St. Just, Cornwall	3	4 1/2	4 1/2	8 8 6	0 2 0—Dec. 10, 1856.
280	Sparrow Moor (copper), St. Just	237. 7s. 8d.	13	13	4 5 0	0 10 0—June 13, 1856.
973	St. Aubyn and Gwilt (cop., tin), Breage	37. 14s. 1d.	5	4 1/2	0 17 6	0 1 0—Apr. 1, 1857.
20000	St. Day United (tin and copper)	1 1/2	1 1/2	1 1/2	0 1 6	0 1 6—Apr. 22, 1857.
94	St. Ives Consols (tin), St. Ives	80	180	180	0 10 0	7 0—May 19, 1857.
9600	Tamar Consols (all-lead), Beeralston [S.E.]	4 1/2	1 1/2	1 1/2	4 13 6	0 2 0—Feb. 7, 1856.
6000	Tinctor (copper, tin), Pool, Illogan [S.E.]	9	4 1/2	4 1/2	8 3 6	0 5 0—Apr. 13, 1857.
2048	Trehane (silver-lead), Menheniot	9	4 1/2	4 1/2	11 1 3	0 5 0—Dec. 29, 1855.
572	Trevelyan Consols (tin), St. Ives	11 1/2	20	19 1/2 20	1 15 0	1 0—Feb. 21, 1854.
126	Travassay (copper), Gwennap, Cornwall	32 1/2	65	55 65	467 15 0	5 0—June 4, 1855.
120	Trevelyan (copper), Gwennap, Cornwall	15 1/2	20	18 20	403 18 6	2 10 0—Apr. 29, 1851.
4000	Trevelyan (copper), Bodmin	15 1/2	30	30	0 5 0	0 5 0—July 8, 1856.
4000	Trevelyan (copper), Menheniot, Cornwall	95	30	2 1/2 30	55 0 0	5 0—Oct. 2, 1857.
1000	Trampet Consols (tin), near Helston	30	50	50	55 0 0	5 0—Dec. 20, 1854.
400	United Mines (copper), Gwennap [S.E.]	40	175	175	61 5 0	2 0—Feb. 12, 1856.
20000	Vale of Towy (lead), Carmarthen [S.E.]	5	—	—	0 3 0	0 6 0—June 12, 1857.
10300	Welsh Potash (silver-lead), Talbot, Card.	5	—	—	1 0 0	0 5 0—July 16, 1855.
2000	Widit (New Shares of tin, coal)	3	3 1/2	3 1/2	0 12 0	0 3 0—July 16, 1855.
6000	West Basset (copper), Illogan [S.E.]	1 1/2	20	20 30	10 17 0	0 16 0—May 19, 1857.
256	West Caradon (copper), Liskeard [S.E.]	20	140	140	281 5 0	3 0—May 30, 1857.
555	West Darnell (copper), Gwennap	£10 7	150	140 150	20 0 0	2 0—May 18, 1857.
1024	West Providence (tin), St. Erth	11. 11s. 7d.	13	11 1/2	33 1 9	0 10 0—Apr. 8, 1857.
400	West Wheal Seta (copper), Camborne	35 1/2	325	315 325	72 10 0	3 0—June 8, 1857.
1258	Wheal Arthur (copper), Calstock	8	4	4	6 10 0	0 10 0—Oct. 25, 1855.
240	Wheal Bal (tin), St. Just	5 1/2	5	5	1 0 0	1 0—Nov. 14, 1855.
250	Wheal Basset (copper), Illogan [S.E.]	3 1/2	270	250 260	455 10 0	3 0—Apr. 2, 1857.
1024	Wheal Buller (copper), Redruth [S.E.]	5	3	3	525 15 0	7 10 0—May 19, 1857.
1024	Wheal Charlotte, Perranruthoe	3 1/2	6	5 6	1 10 0	0 10 0—Sept. 9, 1855.
250	Wheal Clifford (copper), Gwennap	—	450	250	39 0 0	6 0—May 6, 1857.
5000	Wheal Fortescue, Bodmin	nil.	—	—	0 2 4	0 1 0—Jan. 14, 1856.
128	Wheal Friendship (copper), Devon	50	95	95	2375 10 0	8 0—May 10, 1854.
1024	Wheal Grylls (copper, tin), Breage	2s.	—	—	0 2 0	0 3 0—Feb. 24, 1857.
512	Wheal Jane (silver-lead), Kes.	3 1/2	30	30	5 10 0	1 0—Feb. 13, 1857.
1024	Wheal Killy (tin), St. Agnes	1 1/2	7 1/2	7 1/2	4 0 0	0 13 0—Mar. 18, 1857.
1024	Wheal Killy (tin), Uny Lelant [S.E.]	£1 3	13	13 15 1/2	31 0 0	1 0—Sept. 5, 1856.
430	Wheal Lelant (tin), Gwennap	1 1/2	13	13	78 0 0	5 0—May 26, 1857.
448	Wheal Margaret (tin), Uny Lelant	19 1/2	62 1/2	55 60	27 17 6	2 5 0—June 9, 1857.
1024	Wheal Mary Ann (lead), Menheniot [S.E.]	8	46	45 4d	215 13 0	3 0—May 15, 1857.
40	Wheal Owles, St. Just, Cornwall	70	300	300	40 10 0	3 0—Aug. 23, 1852.
240	Wheal Reeth (tin), Uny Lelant	31 1/2	25	25	279 10 0	5 0—Apr. 14, 1857.
198	Wheal Trevelyan (tin, copper), Camborne	107	150	150	27 10 0	1 0—Apr. 27, 1857.
1040	Wheal Trevelyan (all-lead), Liskeard [S.E.]	4 1/2	24	23 1/2 24	2 0 0	0 6 0—Jan. 11, 1857.
1024	Wheal Trevelyan (tin, copper), Gwennap	10 1/2	5	5	2 6 0	0 3 0—Mar. 17, 1857.
4000	Wheal Wrey (lead), St. Ives	14. 9s.	5	5	26 5 0	0 12 0—Jan. 8, 1857.
8000	Wicklow (copper), Wicklow	5	29	29	26 5 0	0 12 0—Jan. 8, 1857.

[\* Dividends paid every two months. + Dividends paid every three months.]

## FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14 1/2	2	2	4 5 0	0 15 0—Nov. 21, 1853.
51848	Baden, Grand Duchy of	1	1 1/2	1 1/2	0 10 0	0 1 0—Nov. 6, 1852.
10000	Brazilian Imperial (gold), Brazil [S.E.]	24 1/2	1 1/2	1 1/2	34 17 6	0 10 0—Dec. 13, 1854.
2454	Burra Burra (copper), South Australia	5	110	114	180 0 0	5 0—Mar. 5, 1857.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40	54 1/2	53 1/2 54 1/2	84 12 0	3 0—Feb. 19, 1857.
100000	Colonial Gold, Australia	1 1/2	—	—	0 1 6	0 1 6—Mar. 28, 1854.
10000	Coloquio Mining Company, Chili [S.E.]	16	14	12 14	5 8 0	0 10 0—May 9, 1856.
20000	General Mining Assoc., Nova Scotia [S.E.]	20	19	20 21	9 10 0	0 10 0—July 7, 1857.
15000	Linares (lead), Potosi, Spain [S.E.]	3	7 1/2	7 1/2	0 4 3	0 3 0—Sept. 3, 1856.
10000	Luxemburg (copper), Luxembourg	1 1/2	1 1/2	1 1/2	0 3 0	0 1 0—Jan. 29, 1857.
13815	Marquitta and New Granada [S.E.]	1 1/2	1 1/2	1 1/2	0 2 6	0 2 6—Sept. 29, 1855.
25000	Peninsular Mining Company (Limited)	—	—	—	1 0 0	1 0—June 26, 1855.
10000	Pontgibaud (silver-lead), France [S.E.]	20	8	5 7	38 0 0	1 0—July 12, 1848.
7000	Royal Santiago (copper), Cuba [S.E.]	15 1/2	3	2 1/2 3	0 1 9	0 7 0—June 30, 1854.
104000	San Fernando (silver-lead), Linares	1	44	2s. 4s.	34 7 6	1 0—Nov. 26, 1856.
11000	St. John del Rey (gold), Brazil [S.E.]	15	13	14 1/2 15 1/2	1 16 6	0 7 0—Feb. 14, 1853.
48174	United Mexican (silver), Mexico [S.E.]	24 1/2	4	3 1/2 3 1/2	0 9 0	0 9 0—July 2, 1855.
70000	Waller (gold), Goodland Co., Virginia	1	—	—	0 9 0	0 7 0—Dec. 12, 1855.
30000	Mexican and So. Amer. Smelting Co. [S.E.]	10	3 1/2	2 1/2 3 1/2	6 15 0	0 1 0—Apr. 17, 1855.
85670	North British Australasian [S.E.]	1	—	—	0 1 8	0 1 0—Apr. 17, 1855.

## NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
75000	Adelaide Land and Gold Com.	2	—	—	—	—
25000	Almaden (silver-lead), Spain	2	1 1/2	1 1/2	—	—
25000	Australian [S.E.]	7	—	—	—	—
8500	Chancellorville Freehold	1	—	—	—	—
80000	Clarendon Consols [S.E.]	1	—	—	—	—
35000	Coloquio Mining Company	£1 1/2	—	—	—	—
350000	Copper Mines of Eng. [S.E.]	28	26 3/8	38	—	—
25000	Ditto, Pref., 7 per cent. [S.E.]	25	27	27	—	—
25000	Ditro, Pref., 10 per cent. [S.E.]	2	1 1/2	1 1/2	1 1/2	—
100000	Great Victoria	1	—	—	—	—
100000	Iberian, Limited (all-ild.), Spain	1	1s.	1s.	—	—
25000	Liberty, Virginia	1	—	—	—	—
25000	Ditto, Pref., 10 per cent.	1	—	—	—	—
Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
2800	Kinsghal Min. Ass., Germany	4	—	—	—	—
40000	London and Virginia.	1	—	—	—	—
10000	Mount Carbon (gal), Virginia.	1	—	—	—	—
10000	New Grand Duke of Baden	1	—	—	—	—
10000	New Grand Duke of Baden	1	—	—	—	—
20000	Nouveau Monchy [S.E.]	1	—	—	—	—
100000	Port Phillip	—	—	—	—	—
6000	Rosie and Canada Lead	10	10	10	—	—
4700	Strathalbyn (Limit.)	1	—	—	—	—
7820	Ditto, Pref., 10 per cent.	1	—	—	—	—
10000	West Mariposa	1	—	—	—	—
35425	Wahl Jamaica (copper)	14s.	14s.	14s.	—	—
75000	Wildberg (all-lead, copper)	2	1	1	—	—